Wigan Local Development Framework

Accessibility

Evidence Review

June 2009

**Wigan Council
Environmental Services**

Contents

Title	Table
A. International	
Are We There Yet? A Comparison of Transport in Europe (Phase 2)	A1
Environmentally Sustainable Transport – International Perspectives	A2
B. National	
B1. General Documents	
The Future of Transport White Paper	B1.1
Making the Connections: Final Report on Transport and Social Exclusion	B1.2
Moving Forward: Better Transport for City Regions	B1.3
Guidance on Transport Assessments	B1.4
Technical Guidance On Accessibility Planning In Local Transport Plans	B1.5
The Transport Innovation Fund	B1.6
The Impact of Transport on Residential Development	B1.7
The Eddington Transport Study: The Case for Action	B1.8
Model Planning Obligations (section 106) Agreements – Transport perspective	B1.9
Planning Obligations Practice Guidance – Transport Perspective	B1.10
Stern Review: The Economics of Climate Change (Transport perspective)	B1.11
National Travel Survey	B1.12
Local Transport Act	B1.13
Delivering a Sustainable Transport System	B1.14

Social Inclusion Transport Aspects	B1.15
Public Attitudes to Transport: Knowledge review of existing evidence	B1.16
Meeting Targets Through Transport	B1.17
The value of new transport in deprived areas: Who benefits, how and why?	B1.18
The State of the Nation: Transport	B1.19
Public Attitudes to Climate Change and the Impacts of Transport	B1.20
Advice on the Prioritisation of Smaller Transport Schemes	B1.21
Design to delivery: eco-towns transport worksheet	B1.22
B2. Bus	
Putting Passengers First – The Government's Proposals for a Modernised National Framework for Bus Services	B2.1
B3. Rail	
The Future of Rail White Paper	B3.1
Review of Community Rail Development Strategy	B3.2
Draft Guidance for Local Authority Promoters Considering a Light Rail Scheme	B3.3
Delivering a Sustainable Railway White Paper	B3.4
Stakeholder Briefing Document New Cross Country Franchise and updates	B3.5
High Level Output Specification – Specimen Capacity options	B3.6
B4. Cycling/Walking	
Smarter Choices – Changing the Way We Travel	B4.1
Walking and Cycling Action Plan Progress Report	B4.2
Guidance on the Appraisal of Walking and Cycling Schemes	B4.3
Bike for the Future II (revised)	B4.4
Local Transport Note 1/04 Policy, Planning and Design for Walking and Cycling	B4.5

Department for Transport Bike and Rail Policy	B4.6
Cycling: The way ahead for towns and cities	B4.7
Shared Space – Room for Everyone	B4.8
Encouraging Walking: Advice to Local Authorities	B4.9
Walking – Personal Travel Factsheet	B4.10
Cycling – Personal Travel Factsheet	B4.11
A Sustainable Future for Cycling	B4.12
Cycling in New Developments	B4.13
B5. Highways/Car	
Congestion on the Strategic Road Network	B5.1
Circular 2/07: Planning and the Strategic Road Network	B5.2
Parking Forum Position Paper 7 "Parking and its role in workplace and school travel planning.	B5.3
Residential Car Parking Research	B5.4
Solving Congestion	B5.5
A New Deal for Trunk Roads in England: Understanding the New Approach	B5.6
Guidance on Agreements with the Secretary of State under section 278 of the Highways Act 1980	B5.7
Road Traffic Statistics for Local Authorities: 1995-2006	B5.8
Roads – Delivering Choice and Reliability	B5.9
Changing Lanes: Evolving roles in road safety	B5.10
B6. Multi Modal/Freight	
GB Freight Report 2006	B6.1
Focus on Freight	B6.2
Draft Freight Route Utilisation Strategy	B6.3

B7. Air	
The Future of Air Transport – White Paper and the Civil Aviation Bill	B7.1

B8. Sea/Waterways	
Waterways and Development Plans	B8.1

B9. Access for All	
The Building Regulations 2000. Approved Document M. 2004 Edition. Access to and use of buildings	B9.1
BS 8300:2001 Design of Buildings and their approaches to meet the needs of disabled people- Code of practice	B9.2
Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure	B9.3
Guidance on the use of Tactile Paving Surfaces	B9.4
Access for Disabled People, Sport England Design Guidance Note	B9.5
Planning and Access for Disabled People: A good practice guide	B9.6
Making access to goods and services easier for disabled customers	B9.7
Building Sight	B9.8
Easy Access to Historic Buildings	B9.9
By all reasonable means: Inclusive access to the outdoors for disabled people.	B9.10
British Telecom Countryside For All	B9.11
Developing Accessible Play Space	B9.12
Easy Access to Historic Landscapes	B9.13
Sign Design Guide: a guide to inclusive signage	B9.14
Manual for Streets (Access for disabled people perspective)	B9.15
Disability Discrimination Act	B9.16
Shared Surfaces Campaign Report	B9.17

C. Regional	
C1. General Documents	
Annual Monitoring Report on RPG13 (Transport Perspective)	C1.1
State of the Nation Briefing Sheet: North West Transport	C1.2
C2. Bus	
C3. Rail	
North West Route Utilisation Strategy	C3.1
North West Regional Planning Assessment for the Railway	C3.2
West of Lancashire Community Rail Partnership Action Plan	C3.3
Northern Rail Cycling Strategy	C3.4
Heavy Rail: White Paper and Transport Innovation Fund Bid	C3.5
Northern Rail Passenger's Charter	C3.6
Merseyside Route Utilisation Strategy	C3.7
C4. Cycling / Walking	
C5. Highways / Car	
C6. Multi Modal/Freight	
North West Regional Freight Strategy	C6.1
C7. Air	
C8. Sea / Waterways	
C9. Access for All	
Streets For All (North West)	C4.1
D. Sub-Regional	
D1. General Documents	

Greater Manchester Local Transport Plan 2	D1.1
Greater Manchester Local Transport Plan 2 Accessibility Strategy	D1.2
Greater Manchester Local Transport Plan 2 Consultation and Engagement Report	D1.3
Greater Manchester Local Transport Plan 2 Monitoring Technical Annex	D1.4
Major Schemes Summaries	D1.5
Network Management Local Authority Pro-formas	D1.6
Draft Greater Manchester Maintenance Strategy	D1.7
Progress on Transport Asset Management Plan (TAMP)	D1.8
Greater Manchester Integrated Transport Strategy (GMITS)	D1.9
Land Use Planning and Public Transport	D1.10
Corridor Partnership 3 (Draft Report)	D1.11
Trends in Population and Transport in the North-west Segment of Greater Manchester	D1.12
Culcheth Ashton Newton and Golborne Public Transport Study	D1.13
D2. Bus	
Greater Manchester Local Transport Plan 2 Bus Strategy	D2.1
Integrated Social Needs Transport Project	D2.2
TIF Bus Strategy, Delivery Through Partnership	D2.3
D3. Rail	
Rail Station Improvement Strategy	D3.1
Greater Manchester Strategic Rail Study	D3.2
Rail Issues Paper	D3.3
D4. Cycling/Walking	
Progress on Right of Way Improvement Plans	D4.1

Greater Manchester Cycling Strategy	D4.2
D5. Highways/Car	
Greater Manchester Parking Standards	D5.1
Principles of the Greater Manchester Passenger Transport Executive Park and Ride Strategy	D5.2
D6. Multi Modal/Freight	
Greater Manchester Freight Strategy (5th Draft)	D6.1
D7. Air	
Manchester Airport Master Plan to 2030	D7.1
Liverpool Airport Master Plan to 2030	D7.2
D8. Sea / Waterways	
D9. Access for All	
E. Local	
E1. General Documents	
Wigan Replacement Unitary Development Plan – Chapter 10 Accessibility Policies	E1.1
Wigan UDP Inspector's Report – Chapter 10 Accessibility Issues	E1.2
Wigan Local Development Framework Second Annual Monitoring Report (Transport Perspective)	E1.3
Wigan Transport Infrastructure Fund Delivery Map	E1.4
Annual Transport Statistics	E1.5
Wigan Public Transport Schemes	E1.6
E2. Bus	
Wigan Quality Bus Network Map	E2.1
E3. Rail	
E4.Cycling/Walking	

Wigan Council Walking Strategy	E4.1
Wigan Council Bridleway Strategy	E4.2
Wigan Cycling Strategy	E4.3
E5. Highways/Car	
Wigan Congestion Study - Greater Manchester Transportation Unit Report 1192	E5.1
Wigan Sustainable Employment, Regeneration and Transport Corridor: Alternative Options Study	E5.2
Wigan Road Safety Strategy	E5.3
Core Proof of Evidence A5225 Wigan and Hindley Bypass	E5.4
Wigan Parking Study Project and Behavioural Surveys Reports	E5.5
E6. Multi Modal/ Freight	
E7. Air	
E8. Sea / Waterways	
E9. Access for All	
Wigan Local Development Framework Access for All Supplementary Planning Document	E9.1

List of Changes since Issues & Options	Table
New and amended reviews	
Draft Local Transport Bill Now Local Transport Act	B1.13
Delivering a Sustainable Transport System	B1.14
Social Inclusion Transport Aspects	B1.15
Public Attitudes to Transport: Knowledge review of existing evidence	B1.16
Meeting Targets Through Transport	B1.17
The value of new transport in deprived areas: Who benefits, how and why?	B1.18

The State of the Nation: Transport	B1.19
Public Attitudes to Climate Change and the Impacts of Transport	B1.20
Advice on the Prioritisation of Smaller Transport Schemes	B1.21
Design to delivery: eco-towns transport worksheet	B1.22
High Level Output Specification – Specimen Capacity options	B3.6
A Sustainable Future for Cycling	B4.12
Cycling in New Developments	B4.13
Road Traffic Statistics for Local Authorities: 1995-2006	B5.8
Roads – Delivering Choice and Reliability	B5.9
Changing Lanes: Evolving roles in road safety	B5.10
Disability Discrimination Act	B9.16
Shared Surfaces Campaign Report	B9.17
State of the Nation Briefing Sheet: North West Transport	C1.2
Heavy Rail: White Paper and Transport Innovation Fund Bid	C3.5
Northern Rail Passenger's Charter	C3.6
Merseyside Route Utilisation Strategy	C3.7
Introduction Paper: Transport	
TIF Bus Strategy, Delivery Through Partnership	D2.3
Rail Issues Paper	D3.3
Liverpool Airport Master Plan to 2030	D7.2
Wigan Public Transport Schemes	E1.6
Wigan Parking Study Project and Behavioural Surveys Reports	E5.5
Deleted reviews	
Regional Spatial Strategy for the North West – Panel Report – Transport in the North West Chapter 7	

Other relevant Evidence

Title	Topic Paper
PPG13: Transport	National & Regional Planning Policy
PPS1: Development Plans	National & Regional Planning Policy
PPS3: Housing	National & Regional Planning Policy
PPG15: Planning and Historic Environments	National & Regional Planning Policy
PPG24: Planning and Noise	National & Regional Planning Policy
Active Design	Open Space, Play, Sport and Recreation
Air Quality Strategy for England, Scotland, Wales and Northern Ireland	Environment, Natural Resources and Pollution
Research on developing accessible play space (Urban Research Summary No. 14)	Open Space, Play, Sport and Recreation
Developing Accessible Play Space	Open Space, Play, Sport and Recreation
Improving Access to the Countryside, Planning Bulletin 17	Open Space, Play, Sport and Recreation
Improving urban parks, play areas and green spaces	Open Space, Play, Sport and Recreation
Physical Activity and the Built Environment	Open Space, Play, Sport and Recreation
Car Parking: What Works Where	Built Environment and Landscape
Manual for Streets	Built Environment and Landscape
Walking in Towns and Cities Policy Position Statement	Built Environment and Landscape
Active Design: Promoting opportunities for sport and physical activity through good design	Built Environment and Landscape
Streets for All	Built Environment and Landscape
Design and Access Statements	Built Environment and Landscape
Waterways for Tomorrow	Environment, Natural Resources and Pollution
Low Emission Strategies Consultation Draft: using the planning system to reduce transport emissions	Environment, Natural Resources & Pollution
Policy Guidance on Local Air Quality Management	Environment, Natural Resources & Pollution

Best Before: How the UK should respond to food policy challenges	Environment, Natural Resources & Pollution
The Future of Retail Property – Future Shopping Places	Retail and Centres
Future of Retail Property: Shopping Places for People	Retail and Centres
Shoppers and How They Travel (Sustrans)	Retail and Centres
Planning for Accessible and Sustainable Retail (Town and Country Planning Association)	Retail and Centres
Relocalising Food Shopping	Retail and Centres
North West Regional Economic Strategy	Economy and Employment
North West Ports Economic Trends and Land Use Study	Economy and Employment
Regional Spatial Strategy for the North West (RPG13) (Transport Perspective)	National & Regional Planning Policy
NWRA Briefing Paper 20 to replace Chapter 10 of Draft Regional Spatial Strategy (Page 12)	National & Regional Planning Policy
Regional Spatial Strategy for the North West - Panel Report – Transport in the North West Chapter 7	National & Regional Planning Policy
North West On The Move: The North West Plan for Sport and Physical Activity 2004-2008	Open Space, Play, Sport and Recreation
Cities North West (Institute for Public Policy Research and North West Development Agency)	Retail and Centres
Air Quality Local Transport Strategy and Action Plan (LTP2)	Environment, Natural Resources and Pollution
Wigan Council's Corporate Plan 2006-2007	Communities
Wigan Community Plan 2005-2010	Communities
Wigan Borough Health and Lifestyle Survey (2005-2006)	Communities
Community Playgrounds Strategy 2003-2008 (published paper document version only)	Open Space, Play, Sport and Recreation
Taking SHAPE for the future: 2006-2012	Open Space, Play, Sport and Recreation
Wigan Greenheart Regional Park Project Proposal	Open Space, Play, Sport and Recreation
Wigan Borough Retail Study	Retail and Centres

Wigan Eastern Gateway Masterplan and Urban Design Framework	Retail and Centres
Hindley Centreplan	Retail and Centres
Atherton Centreplan	Retail and Centres

Table A1	
Title	**Are We There Yet? A Comparison of Transport in Europe (Phase 2)**
Proponent body	Commission for Integrated Transport
Status (e.g. statutory, non-statutory)	
Date produced	December 2006
Why is it relevant to the Local Development Framework?	
Sets UK policy in overall European context.	
Key messages, requirements and objectives	
The UK leads the way in many aspects of transport compared to other similar European countries. Highly developed aviation system, makes better use of cars and has some of Europe's safest roads and is improving. Car use efficient because UK has fewer car owners per head of population than Italy, France and Germany	
Opportunities	
Issues and constraints	
Safety an issue compared with Netherlands and Norway Travel less by foot or bicycle. Could make better use of public transport.	
How could the Local Development Framework respond?	
Implications for the sustainability appraisal	
Not a key document for broad appraisal. Provides background information.	
Cross references (General)	**Cross references (Topic Reviews)**

Table A2	
Title	**Environmentally Sustainable Transport – International Perspectives**
Proponent body	Organisation for Economic Co-operation and Development (OECD)
Status (e.g. statutory, non-statutory)	
Date produced	January 2001

Why is it relevant to the Local Development Framework?

Provides international perspective and useful definitions especially for future trends.

Key messages, requirements and objectives

Continuous growth in transport activity reflects the dependence of modern societies on efficient and effective motorised transport, which has been the cornerstone of economic and social progress. The tremendous progress in motorised mobility, however, has not occurred without negative effects on man and the environment. While all sectors of the economy together contribute to environmental pressures, there are considerable differences among the various transport modes.

An environmentally sustainable transport system is one where
> *transportation does not endanger public health or ecosystems and meets needs for access consistent with use of renewable resources below their rates of regeneration, and use of non-renewable resources below the rates of development of renewable substitutes.*

Gives agreed list of environmental criteria and targets for an environmentally sustainable transport system in terms of CO_2, NOx, VOCs, particulates, noise, land use/land take. (see page 6 of document).

Opportunities

Contribution of Technology and Mobility Management Measures to environmentally sustainable transport systems in 2030.

PASSENGER   **FREIGHT**

With movement towards EST, on the other hand, life would become more egalitarian, convivial, and child-friendly.

Issues and constraints

Environmental impacts are not caused solely during operation and use of transport means, but also stem from the production and maintenance of vehicles, the construction of infrastructure, the provision of energy and fuels, and disposal and decommissioning of vehicles, i.e., all impacts during the entire life-cycle have to be taken into account (INFRAS, 1997). Such life-cycle assessments and eco-balance

studies show that rail transport - including high-speed rail - causes considerably less environmental impacts than road and air traffic.

The most important challenges lie in the acceptability of the strategies and their component instruments rather than in the effectiveness of the instruments themselves.

How could the Local Development Framework respond?
Be aware that modal shifts and reducing the need to travel will only help meet emissions and other environmental targets to a certain extent and changes in transport technology and fuel use are as important. Investment in research establishments and encouragement of innovative schemes to allow this to happen must be encouraged locally. Also supports public awareness campaigns in making a difference.

Implications for the sustainability appraisal
Provides international comparison which could be useful at impact assessment stage.

Cross references (General)	Cross references (Topic Reviews)

Title B1.1	The Future of Transport White Paper
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Statutory
Date produced	July 2004

Why is it relevant to the Local Development Framework?

Looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Key messages, requirements and objectives

We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:

- The **road** network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
- The **rail** network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;
- **Bus** services that are reliable, flexible, convenient and tailored to local needs;
- Making **walking** and **cycling** a real alternative for local trips; and
- **Ports** and **airports** providing improved international and domestic links.

Opportunities

- **Anticipate and manage** the growing demand for transport that we will face over the next 20 to 30 years.
- **Sustained investment** over the long term will aid planning.
- **Improvements in transport management** for road, rail and bus.
- **Planning ahead –** ensure that transport decisions are taken alongside decisions on liveability, sustainable communities and other policy areas.
- **Local** and regional stakeholders have more influence over transport investment, including the rail network.
- **Community Infrastructure Fund** concept introduced to give delivery partners incentives to develop and deploy coherent, innovative, local and regional transport strategies.
- Air quality comes to the fore, giving local targets

Issues and constraints

- Balancing the need to travel with the need to improve quality of life.
- Hard to deliver improvements in design and technology to improve air quality and reduce greenhouse gas emissions.
- Dependent on central investment
- Local issues may differ from national priorities
  Road space not always available for alternative modes
- Further studies may be required to ensure social, economic and environmental costs and benefits are fully recognized when decisions are taken using the New Approach to Appraisal and the developing value for money analysis.
- Must bring costs under control and make resources work harder.

How could the Local Development Framework respond?

- transport solutions need to have a longer timeframe than the life of the plan
- Must respond to the transport issues outlined above
- ensure that choices on transport are made alongside other decisions particularly housing and regeneration.
- Good quality transport infrastructure should complement or enhance the character of the local area.

Implications for the sustainability appraisal

- There will continue to be a strong presumption against schemes that would significantly affect environmentally sensitive sites or important species habitats or landscapes;
- The environmental impacts of new and existing transport infrastructure will be kept to a minimum, ensuring that mitigation measures are implemented to a high standard.

Cross references (General)	Cross references (Topic Reviews)
Putting Passengers First	Communities
Smarter Choices	Environment Natural Resources and Pollution

Table B1.2	
Title	**Making the Connections: Final Report on Transport and Social Exclusion**
Proponent body	Social Exclusion Unit
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	February 2003

Why is it relevant to the Local Development Framework?

The report examines the link between social exclusion, transport and the location of services, especially opportunities that have the most impact on life chances, such as work, learning, healthcare, fresh food, social, cultural and sporting activities. The impact of traffic on deprived communities is also greatest. Transport problems can therefore be a significant barrier to social inclusion and need to be addressed. The accessibility of local services is a key issue for the Local Development Framework.

Introduces the concept of 'Accessibility Planning' followed through in the Second Local Transport Plan, which will be given greater weight in land-use planning decisions

Key messages, requirements and objectives

To overcome problems experienced by people facing social exclusion in reaching work and key services.

- To develop services with attention to accessibility.
- To join up service provision to improve accessibility (buses and schools, patients and social services transport)

Opportunities

- Innovative solutions (door-to-door)

Issues and constraints

Five key barriers to accessing services include:
- Availability and physical accessibility of transport
- Cost
- Services and activities located in inaccessible places
- Safety and security
- Travel horizons (unwilling to travel or do not know about services)

How could the Local Development Framework respond?

- Must assess systematically whether people can get to key activities.
- Must work with LSP to develop accessibility planning.`
- Identification of gaps in local service provision and suitable sites to fill shortfalls.
- Transport routes and hubs must be safer

Implications for the sustainability appraisal

Provides background information.

Cross references (General)	**Cross reference (Topic Reviews)**
LTP2	Communities
	Economy and Employment
	Retail and Centres

Table B1.3	
Title	**Moving Forward: Better Transport for City Regions**
Proponent body	Commission for Integrated Transport
Status (e.g. statutory, non-statutory)	
Date produced	March 2007
Why is it relevant to the Local Development Framework?	

Key messages, requirements and objectives

Calls for the creation of single strategic transport authorities. In English City Regions outside London.

Opportunities

Would bring together responsibilities currently split between Passenger Transport Authorities and local metropolitan district councils and create a more unified approach to transport delivery, particularly useful with emerging road pricing plans.

Issues and constraints

Strategic Transport Authorities, if set up must be equipped with sufficient resources and powers. Transport 2000 does not believe the UK's transport infrastructure is on a par with Europe's.

Cost of public transport going up and cost of motoring going down therefore people have no choice.

How could the Local Development Framework respond?

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
Eddington Green Paper	

Table B1.4	
Title	**Guidance on Transport Assessments**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	March 2007
Why is it relevant to the Local Development Framework?	

Planning Policy Guidance Note 13: Transport (PPG13) states that, where a new development is likely to have significant transport implications, a Transport Assessment should be prepared and submitted with a planning application for the development. It will then be used to determine whether the impact of the development on transport is acceptable. Transport Assessments are normally produced by developers and are used by decision makers in the planning process.

Key messages, requirements and objectives

A Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Transport Statements used for smaller scale schemes.

It is the responsibility of developers to prepare Transport Assessments for their proposals.

Opportunities

Encouraging environmental sustainability
• **Reducing the need to travel, especially by car** – reducing the length of trips, and promoting multi-purpose or linked trips by promoting more sustainable patterns of development and more sustainable communities that reduce the physical separation of key land uses.
• **Tackling the environmental impact of travel** – by improving sustainable transport choices and by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling.
• **The accessibility of the location** – the extent to which a site is, or is capable of becoming, accessible by non car modes, particularly for large developments that involve major generators of travel demand.
• **Other measures which may assist in influencing travel behaviour** – achieving reductions in car usage (particularly single occupancy vehicles), by measures such as car sharing/pooling, High Occupancy Vehicle lanes and parking control.
Managing the existing network
• **Making best possible use of existing transport infrastructure** – for instance by low-cost improvements to the local public transport network and using advanced signal control systems, public transport priority measures (bus lanes), or other forms of Intelligent Transport Systems to improve operations on the highway network. It should be noted that the capacity of the existing public transport infrastructure and footpaths is finite, and in some areas overcrowding already exists.
• **Managing access to the highway network** – taking steps to maximise the extent to which the development can be made to 'fit' within the available capacity by managing access from developments onto the highway network.
Mitigating residual impacts
• **Through demand management** – using traffic control measures across a wide network to regulate flows.
• **Through improvements to the local public transport network, and walking and cycling facilities** – for example, by extending bus routes and increasing bus frequencies, and designing sites to facilitate walking and cycling.
• **Through minor physical improvements to existing roads** – it may be possible in some circumstances to improve the capacity of existing roads by relatively minor physical adjustments such as improving the geometry of junctions etc. within the existing highway boundary.

• **Through provision of new or expanded roads** – it is considered good transport planning practice

to demonstrate that the other opportunities above have been fully explored before considering the provision of additional road space such as new roads or major junction upgrades.

Issues and constraints

How could the Local Development Framework respond?
Need to be aware of existing Transport Assessments prepared.

Implications for the sustainability appraisal
Not a key document for broad appraisal. May be useful for appraisal of specific policies or plans.

Cross references (General)	**Cross references (Topic Reviews)**
PPG13 Future of Transport White Paper PPS11	

Table B1.5	
Title	**Technical Guidance On Accessibility Planning In Local Transport Plans**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	December 2004

Why is it relevant to the Local Development Framework?

Mapping audits can help local authorities and their partners to:
- develop a clearer picture of the accessibility issues within their area;
- identify priority areas, groups and issues on which resources and action should be targeted;
- develop a package of actions to improve accessibility and address priority areas and issues.

Key messages, requirements and objectives

Local authorities are encouraged to establish their own local accessibility indicators to supplement the core indicators and monitor performance at the strategic level. These should be focussed on locally identified priority issues, groups and areas.

Authorities are encouraged to use core and local indicators to assess the distribution of accessibility impacts of transport schemes on different areas or communities and to monitor the effectiveness of funding streams in meeting accessibility objectives.

Accessibility planning partnerships are encouraged to use core and local indicators in option appraisal and performance monitoring in transport and non transport sectors, including in planning and locational decision making.

Opportunities

Accessibility is the ease with which an individual can access services and facilities that he or she needs or desires. It encompasses the entire journey chain from the origin to the destination and reflects the ability of individuals to reach and use transport services and infrastructure as well as life enhancing facilities and services.

Accessibility also describes the catchment characteristics of a given location. A range of factors impact upon accessibility. These include:
• travel time;
• cost of travel;
• location of facilities and services;
• method and timing of service delivery;
• safe routes of travel;
• fear of crime;
• knowledge of available travel and service choices;
• travel horizons; and
• characteristics, needs and perceptions of the individual

Accessibility indicators are used to quantify accessibility and assess the ease with which a given population, population segment or community can access one or more services from a residential or other location using one or more modes of transport.

Issues and constraints

Measures share a common theme; they are concerned with quantifying the ease of or potential for, travel rather than with predicting actual travel behaviour itself. However, while the ease of travel has an important role to play it is just one of a number of factors which can affect accessibility. Other potentially important influences on individual accessibility include - safety, fear of crime, awareness of available travel and service choices and travel horizons - which cannot be easily reflected within the accessibility indicators listed above.

How could the Local Development Framework respond?
It is recommended that the prioritisation process should involve the identification of areas where: • deprivation and unemployment is greatest and where there are concentrations of people at risk of social exclusion; and • the accessibility of a single service or combination of services is poorest. Undertaking (where appropriate) targeted surveys and public consultations to obtain a better understanding of the local significance of particular problems and potential solutions. Accessibility measures (or indicators as they can also be known) form an important component of the process of evidence based planning. They have a valuable role to play in helping to: • identify priorities; • target, rank and prioritise potential actions, policies and solutions; and • monitor performance and outcomes. Accessibility indicators also support the development of an evidence-based culture of scheme/policy development, service delivery and evaluation. Their utilisation should lead to more transparent and arguably better decisions being made. Importance of alternative transport modes, such as: school transport; community/voluntary transport; patient transport services; social service transport; taxi services; car share schemes, the degree of integration between transport modes and the facilities available at interchange points for individuals. The attractiveness or quality of a service or facility, e.g. the quality of education, health treatment, employment, or food etc. The form of service delivery, e.g. home visits by general practitioners, home delivery, mobile services and neighbourhood visits.

Implications for the sustainability appraisal

Cross references (General)	Cross references (Topic Reviews)
GM Accessibility Strategy AMR	

Table B1.6	
Title	**The Transport Innovation Fund**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	July 2005
Why is it relevant to the Local Development Framework?	

Future of Transport White Paper said the Transport Innovation Fund is to:

- Support the costs of smarter, innovative local transport packages that combine demand management measures such as road pricing with modal shift and better bus services

- Support innovative mechanisms that raise new funds locally

- Support the funding of regional and local schemes that are beneficial to national productivity

Key messages, requirements and objectives

Looking for packages of schemes which combine effective demand management with better public transport and are likely to give priority and offer the bulk of funding to schemes involving road pricing. GM one of 7 "pump priming" areas.

Road pricing not until July 2012 and only when key public transport improvements in place.

Opportunities

Up to £200m a year (2008-09 to 1014-15) for suitable Local Authority packages.
Spending could start April 2008.
Robust evidence and analysis required.
Value for money not only factor deliverability, public acceptability, equity and affordability all matter too, but high value for money schemes most likely to succeed, post Eddington.

Issues and constraints

Risk that congestion will spread to longer periods of the day and to more road users without radical measures.

Congestion damages quality of life and economy.

Business case for investment still needs to be set out and demonstrate high value for money ie benefits are more than twice the costs but for transport projects this can include casualties, time saving, environmental and regeneration benefits – figures available from GMPTE.

Investment needs to be linked to where pricing will be – Wigan may loose out.

How could the Local Development Framework respond?

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
	Economy and Employment

Table B1.7	
Title	**The Impact of Transport on Residential Development**
Proponent body	Transport Studies Unit, University of Oxford
Status (e.g. statutory, non-statutory)	Research document funded by Department for Transport as part of New Horizons project
Date produced	March 2003

Why is it relevant to the Local Development Framework?

Although this research project is based on examples from the Oxford area, key messages remain consistent in Wigan. The surveys suggested that householders place high values on transport times and costs but also value low density developments, access to high quality schools, low noise levels and developments in small towns/rural areas. Studies investigating the impact of urban form on transport behaviour exist; the reverse direction of impacts has attracted much less attention. One reason for this is that land use changes occur much more slowly than changes of travel behaviour and are subject to many other influences other than transport, such as population growth, economic development, changes in lifestyle, household formation, consumption patterns and production technology. They therefore conclude that transport policy has a small but significant impact on the housing market. It is also possible that housing policy has a larger impact on transport than transport policy has on housing. In developing sustainable urban environments, housing policy may need greater emphasis than transport policy.

Key messages, requirements and objectives

To determine the key transport and location factors that householders take into account when determining their residential location.

Opportunities

- Introducing a new public transport system (Guided Transit Express, now Expressway Oxford) might increase house prices by around 3% on average.

- Although this is modest, given recent house price increases in Oxfordshire of over 30% over the last year, this could represent a windfall gain of over £500 million, suggesting that there may be substantial scope for fiscal measures that capture such increases in land values.

- It will help to ease congestion by removing cars from the roads and routeing some existing bus services from the roads into the guideway.

- The busway will help to improve the quality of the City Centre in terms of both air quality and pedestrian amenity. In addition, by providing additional public transport services the stress on existing networks will be reduced

Issues and constraints

- Preferences of householders difficult to reconcile.
- Suggested road user charging might reduce house prices on average by around 2%, although this was made up of a reduction of house prices of on average 3% outside the charged area and an increase in house prices of 2% inside the charged area.
- A 10% change in fuel duty was found to lead to an average change in house prices of around 3%, but with the direction of change being uniform throughout the study area.

How could the Local Development Framework respond?

- Growth focussed around transport nodes.
- Opportunity to change land use patterns to better reflect available infrastructure.
- Importance of house price on housing decisions. Transport costs also need to be considered.

Implications for the sustainability appraisal

Provides detailed information useful for establishing and updating the baseline position.	
May be useful at the assessment stage to help determine impacts.	
May also be useful for appraisal of specific policies or plans.	
Cross references (General)	**Cross references (Topic Reviews)**
Implications for s106 contributions on good transport corridor links.	Housing

Table B1.8	
Title	
	The Eddington Transport Study: The Case for Action
Proponent body	Government Commissioned Report
Status (e.g. statutory, non-statutory)	Non-Statutory
Date produced	December 2006

Why is it relevant to the Local Development Framework?

Provides advice on the potential for strategic transport decisions to affect the productivity, stability and growth of the UK economy over the next 30 years.

Acknowledges that the planning system has a significant impact on the contribution which transport can make to productivity, stability and economic growth.

Explores the ways in which transport can contribute to growth, and examines the key trends and uncertainties that will be significant for transport and growth.

Key messages, requirements and objectives

- Capacity and reliability are the main issues to be addressed.
- Users should pay the full environmental costs of their travel.

Sets out clear steps to ensure that investment in infrastructure in the UK rises to the challenges that we face - in five key recommendations to Government:

- make the most of the existing transport infrastructure by tackling congestion and capacity issues;
- identify the strategic economic priorities - congested and growing cities, key inter-urban and international gateways
- introduce a sophisticated mix of pricing, better use and sustained transport infrastructure investment
- policy and strategy must adopt to these economic priorities; and
- Ensure the delivery system can support these policies.

Opportunities

- Gives weight to the value of urban transport investment and policy to the economy
- Identifies strategic priorities for transport
- Concludes small scale projects targeted on specific bottlenecks within the existing transport system will offer the highest returns.
- Acknowledges the importance of bus travel and recommends the need for changes to the regulation of the bus market.
- Recommends clear statements of objectives for Government transport policy.
- A new independent Planning Commission for strategic transport schemes and inquiries.
- Key international air gateways often offer higher returns than other surface improvements.
- Must intervene to improve traffic conditions in towns to aid freight.

Issues and constraints

- Transport not the only ingredient of economic growth. Education, skills and inward-investment also important.
- Need to improve appraisal techniques so full social and environmental implications can be understood.
- How transport systems will deal with density of transport demand around urban centres?
- Capacity and reliability are the main issues to be addressed.
- A large portfolio of small projects will not be sufficient to solve all transport problems.
- Public transport schemes with little business or freight use will yield low economic returns but may be important for social or environmental goals.
- Prioritises rail investment on congested routes shared by long distance travellers and local commuters. Longer trains and platforms good examples.
- Current funding systems and lack of effective local control over all modes distorts prioritisation decisions
- Fails to offer guidance on the appropriate level of transport investment needed to meet the requirements of the economy and wider society.
- Little encouragement for cycle or walking initiatives, although he concedes they can help! They do not save time, one of his key concerns.
- Passengers should pay full external costs including climate change and congestion charges and this would have a significant impact on ticket prices especially for air travel.
- Limited discussion of rail's potential contribution to the economy. Does not discuss rail fares and how more sophisticated pricing arrangements might encourage more efficient of off-peak capacity.
- Freight operators directly affected by failures in existing transport system, especially traffic congestion, which affects competitveness
- Contains virtually no discussion of the relationship of land-use and transport activity patterns.
- Focuses on solving congestion without considering how it might relate to urban and regional form.

How could the Local Development Framework respond?

- Link economic value of urban area and knowledge economy industries as drivers for growth with transport increasing efficiency and underpinning productive clusters.
- Identifies concentration of freight demand in London/Birmingham/Manchester corridor and Liverpool/Manchester/Leeds corridors
- Local Development Framework must refer to this report directly as useful evidence.

Implications for the sustainability appraisal

Provides background information. Issues mirrored in review of other key documents for sustainability.

Cross references (General)	Cross references (Topic Reviews)
Stern Report	Economy and Employment

Table B1.9	
Title	**Model Planning Obligations (section 106) Agreements – Transport perspective**
Proponent body	Department of Communities and Local Government / Law Society
Status (e.g. statutory, non-statutory)	
Date produced	August 2006
Why is it relevant to the Local Development Framework?	
This is a model section 106 agreement, prepared by the Law Society's Planning and Environmental Law Committee, for use by all parties involved in the planning obligations process.	
Key messages, requirements and objectives	
Includes sections on Highway Works and Transport contributions.	
Opportunities	
Useful to secure private finance in transport infrastructure and public transport service provision.	
Issues and constraints	
Must be a negotiated approach.	
How could the Local Development Framework respond?	
Must ensure every opportunity is taken to secure all available finance towards transport improvements.	
Implications for the sustainability appraisal	
Not a key document for broad appraisal. Provides background information.	
Cross references (General)	**Cross references (Topic Reviews)**

Table B1.10	
Title	**Planning Obligations Practice Guidance – Transport Perspective**
Proponent body	Department of Communities and Local Government
Status (e.g. statutory, non-statutory)	
Date produced	July 2006

Why is it relevant to the Local Development Framework?

This guidance brings together a range of case study examples illustrating how local planning authorities, developers and others are working together to deliver planning obligations effectively. The aim of the guidance is to provide local planning authorities and anyone carrying out development ('developers') with practical tools and methods to help improve the development, negotiation and implementation of planning obligations. The guidance will also be of interest to others involved in the obligations process, such as solicitors and consultants.

Key messages, requirements and objectives

Planning obligations (or "section 106 (s106) agreements") are an established and valuable mechanism for securing planning matters arising from a development proposal. They are commonly used to bring development in line with the objectives of sustainable development as articulated through the relevant local, regional and national planning policies.

Reading example of impact multipliers. They commissioned consultants to estimate the average daily number of car trips likely to be generated (or "impact multiplier") by different types of developments.

Ashford example of an impact assessment on transport infrastructure of proposed developments and the likely need for new bus services, cycle and pedestrian links, the need for green travel plans, minor non-trunk road improvements and motorway improvements.

Opportunities

It assesses the benefits of in kind versus financial contributions, one-off and phased payments, maintenance payments (car club example used), pooled contributions.

local planning authorities should use the core strategy to outline their high-level planning obligations policies which contribute towards their spatial vision and policies to deliver their community strategy and bring about sustainable communities. Core strategies will generally cover the following issues relating to planning obligations:

• the circumstances in which planning obligations will be sought (applying the policy tests of Circular 5/05);

• the range of infrastructure, facilities and services for which contributions are likely to be sought for different types of development (cross-referring to other topic-based policies in the Local Development Framework); and

• the types of contribution that will be sought e.g. whether pooled or phased contributions will be used and when maintenance payments will be sought.

Local planning authorities are encouraged to use Supplementary Planning Documents to expand on the principles and high-level planning obligations policies in Development Plan Documents. The former will normally go into greater depth about the likely level and type of obligations that will be sought, either across the local planning authority or within a particular geographical area.

Issues and constraints

Obligations have been criticised by some for delaying the planning process and for reducing its transparency, certainty and accountability.

Planning obligations have been criticised for causing delays to the planning system and being opaque and difficult to understand. Must be negotiated and developers well informed in advance. May require a specialist s106 officer.

How could the Local Development Framework respond?

The policies laid out in planning policy documents are crucial in determining what planning obligations can be sought. The Local Development Scheme should make clear what types of planning obligations policies will be revised or produced when, and in what documents they will be included. By making this information available, local planning authorities should be able to give all stakeholders forewarning of when planning obligations policies will be reviewed or established, and a clear understanding of the opportunities they will have to input into the development of such policies. Produce an Supplementary Planning Document on Planning Obligations (Bristol City Council and Cambridgeshire District Council's Area Transport Plans examples given)

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)

Table B1.11	
Title	**Stern Review: The Economics of Climate Change (Transport perspective)**
Proponent body	HM Treasury
Status (e.g. statutory, non-statutory)	
Date produced	October 2006

Why is it relevant to the Local Development Framework?

Although international in scope actions at the smallest scale will all contribute to ensuring targets to reduce carbon emissions are met. Local Development Framework policies will therefore contribute to the overall aim.

Key messages, requirements and objectives

The scientific evidence is now overwhelming: climate change presents very serious global risks, and it demands an urgent global response.

Opportunities

- Transport accounts for 14% of greenhouse gas emissions – tackling transport issues will have a significant impact.
- Land use accounts for 18%
- The technical potential for efficiency improvements to reduce emissions and costs is substantial.
- The transition to a low-carbon economy will bring challenges for competitiveness but also opportunities for growth.

Issues and constraints

- Large-scale uptake of a range of clean power, heat, and transport technologies is required for radical emission cuts in the medium to long term.
- Policy to reduce emissions should be based on three essential elements:
- Carbon pricing, technology policy, and removal of barriers to behavioural change.
- There are complex challenges in reducing greenhouse-gas emissions.

How could the Local Development Framework respond?

- Land-use planning and performance standards should encourage both private and public investment in buildings and other long-lived infrastructure to take account of climate change.
- Sustainable development itself brings the diversification, flexibility and human capital, which are crucial components of adaptation.

Implications for the sustainability appraisal

Issues to be take into consideration in the framework.

Cross references (General)	Cross references (Topic Reviews)
	Energy

Table B1.12	
Title	**National Travel Survey**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	April 2002
Why is it relevant to the Local Development Framework?	
The National Travel Survey is carried out in order to provide a better understanding of the use of transport facilities made by different sectors of the population, and trends in these patterns of demand.	
Key messages, requirements and objectives	
It gives National average information on trends in personal travel in terms of the average number of miles travelled, the number of trips made, time spent travelling, how people travel (by what mode) gender and distance travelled, access to car, walking trips, commuting and children walking to school.	
Opportunities	
This information is useful when comparing the situation in Wigan with that nationally. It acts as a benchmark against which changes can be measured.	
Issues and constraints	
National figures do not always represent the local picture accurately, especially if local circumstances differ significantly.	
How could the Local Development Framework respond?	
The Local Development Framework needs to respond to demands for travel in the most sustainable way and ensure development is located sustainably to reduce the demand for travel, especially by car in peak periods.	
Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**

Table B1.13	
Title	**Local Transport Act**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Statutory
Date produced	November 2008

Why is it relevant to the Local Development Framework?

Major step forward in giving region the planned and integrated transport network it needs and a means of tackling congestion. It will strengthen the role of PTE/As, reform the bus sector and enable road user charging plans outside London.

Key messages, requirements and objectives

The Act looks at important areas of public transport like local bus services and sets out proposals for a more consistent approach to local transport planning. It plans to reform the existing laws on road pricing schemes for local authorities who wish to have schemes in their areas and establishes Integrated Transport Authorities.

Opportunities

- Reforms the arrangements for local transport governance in the major conurbations to encourage stronger local leadership and a coherent approach to transport across individual local authority boundaries and across different transport modes

- Reforms the existing legislation relating to local road pricing schemes.

- Includes measures to promote more effective partnership working between local authorities and bus operators, including through voluntary partnership agreements and Quality Partnership and Quality Contract Schemes. This allows frequencies, timings and maximum fares to be specified on an improved route.

- Supports further development of community transport sector by removing unnecessary restrictions, and strengthening system for issuing permits to providers, giving flexibility over vehicle size and payment regime.

- Gives PTE/ITA the lead on Local Transport Plans which become more flexible documents with no fixed period for renewal.

- Gives PTE/ITAs greater powers over local wellbeing (of residents in area served), highway network, heavy rail network and to extend their boundaries in partnership with local authorities

- Allows PTEs to own and lease buses

Issues and constraints

Approvals board for Quality Partnership Schemes still required. Quality Contracts introduced under the Transport Act 2000 were never actually used

How could the Local Development Framework respond?

It can take advantage of the provisions in helping to secure sustainable transport provision to new development sites. Could enable new sites to be better served by public transport.

Implications for the sustainability appraisal

Possibility of improvements in public transport usage, reduced emissions and congestion.

Cross references (General)	Cross Reference (Topic Reviews)

Table B1.14	
Title	**Delivering a Sustainable Transport System**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	November 2008

Why is it relevant to the Local Development Framework?

Demand for transport is growing and our economy will face constraints if congestion is not tackled. The Green Paper is a response to the Eddington Transport Study and the recommendations of the Stern Review. It confirms the Government's commitment to a transport policy which delivers economic growth and lower carbon emissions. It summarises the policy and investment plans over the period to 2014; and describes how the Government will implement a new approach to strategic transport planning for the period 2014-19 and beyond. Follows on from Towards a Sustainable Transport System published in 2007.

Key messages, requirements and objectives

Five transport goals:

- To **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**
- To **contribute to better safety security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- To **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- To **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**

Designed to meet twin challenges of sustaining a prosperous and growing economy and achieving challenging emissions targets.

There can be tension between the different goals and also synergy. National issues are mirrored at a local level. The government pledges to provide considerable support for local authority investment in transport. This covers local measures to improve traffic-flow, promote buses, cycling and walking, enable effective road maintenance and enhance local travel networks.

With proper planning there is no reason why a package that includes new infrastructure need have an adverse impact on climate change, quality of life or the natural environment.

Opportunities

A targeted approach making the most of existing networks, through good regulation is needed. Targeted new infrastructure investment (in airports, ports, rail and road), with smaller projects to unlock pinch points potentially offering very high returns. This can also be applied at a local level. Specific mention of transport investments in Manchester including additional rail carriages and Metrolink. Opportunity to reduce short distance local trips by car.

Issues and constraints

Meeting transport needs whilst reducing carbon emissions is a challenge but not impossible. Planning and building new transport infrastructure can take as much as a decade or more and delivering transport change is not quick. We also need to plan for a range of different scenarios.

How could the Local Development Framework respond?

People's aspirations are changing from demanding high levels of personal mobility to becoming much more concerned about the adverse impacts of transport on climate, health and quality of life and about their own travel experience as congestion mounts. The Local Development Framework must build in the requirements for low carbon emission travel.

Implications for the sustainability appraisal
Will have major implications for meeting air quality, community safety, neighbourhood quality, health, accessibility and sustainable economy objectives.

Cross references (General)	Cross Reference (Topic Reviews)
	Natural Resources and Pollution

Table B1.15	
Title	**Social Inclusion Transport Aspects**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	October 2007

Why is it relevant to the Local Development Framework?

The Department for Transport promotes socially inclusive transport. It liaises with other Government departments in exploring social inclusion issues to establish the link between transport and social exclusion. This gives further information, including information about the needs of different social groups.

Key messages, requirements and objectives

Inadequacies in transport provision (either in terms of access to the system itself or the level of service provided by the system) may create barriers limiting certain individuals and groups from fully participating in the normal range of actives, including key activities such as employment, education, health care and shopping.

Opportunities

Understanding and improving the transport system will help address the issues identified in the Core Strategy. Links also to community severance, noise and pollution.

Issues and constraints

Current models have a number of limitations:
• Treatment of accessibility tends to be focused largely on accessibility to public transport stops and interchanges rather than on the characteristics of the complete door-to-door movement.
• Analysis of accessibility is dominated by spatial and topological considerations, with little or no account taken of timing or cost of journeys.
• No account is taken of the actual pattern of movement or of the fact that travel and activities are linked together.
• The nature of the activity undertaken at the destination is often not well represented by conventional trip purpose classifications (e.g., a 'personal business' trip could include a vital hospital appointment and a non-essential visit to the hairdresser).
Transport poverty occurs and social exclusion intensifies when the transport system interferes with normal social activities; provides unsafe or insecure travel by bus, cycling or walking; exposes socially-excluded persons to higher concentrations of pollutants; reinforces low self-esteem or reduces the effectiveness of coping strategies. Viewed politically within the transport context, token processes for public participation can actually intensify social exclusion.

How could the Local Development Framework respond?

Understanding how and why journeys are made will help determine an appropriate choice of mode and the importance of key destinations. Must recognise the limitations of conventional modelling.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**
Links to WISDOM to understand local travel to key destinations	

Table B1.16	
Title	**Public Attitudes to Transport: Knowledge review of existing evidence**
Proponent body	Department for Transport research paper
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	July 2008

Why is it relevant to the Local Development Framework?

This document helps to determine what type of transport solution may be appropriate for a particular area by reviewing differing attitudes

Key messages, requirements and objectives

This is a review of available evidence on public attitudes to passenger transport reported on a mode-by-mode basis and also relating to the five major policy goals of government: competitiveness and productivity, climate change, health safety and security, quality of life and equality of opportunity. It includes car use, different trends in bus use, reveals strong differences in waking and cycling attitudes, rail and air. Looks at barriers to travel for different groups. Attitudes to transport are rooted in deeper values and aspirations of how people wish to lead their lives. Economic motivations (cost, allocation of time, participation in employment) are important, but so are a much wider set of influences including stress, tranquillity, feelings of control and independence, social obligations, and desires for both excitement and calm.

Opportunities

Understanding attitudes behind travel choice now will help determine more sustainable mode choice in future. It also illustrates what peoples' priorities are when they chose a particular transport type and how satisfied they are with the choice. Willingness to reduce air travel for example could have significant impact on carbon emissions. Broad understanding that walking and cycling can also improve health. Reveals differing opinions with age in regard to transport availability and quality.

Issues and constraints

Shows that attitudes to congestion vary although a majority of people feel it is damaging the economy. Broad support for public transport improvements but differing views as to how this may be funded. Visible emissions seen as more of a problem than invisible ones.

How could the Local Development Framework respond?

Should continue to encourage walking and cycling to improve health as well as meet transport and emissions targets.

Should include policies to improve transport opportunity for all groups and be aware attitudes change over time.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table B1.17	
Title	**Meeting Targets Through Transport**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	July 2008

Why is it relevant to the Local Development Framework?

The provision of transport has tremendous impact on the areas local authorities represent. Well planned transport services contribute to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. Where transport fails, these aims are put at risk.

Key messages, requirements and objectives

Thinking about transport needs to be at the heart of Local Strategic Partnership work on place shaping. Effective delivery of Sustainable Community Strategies and Local Area Agreements is likely to depend on how well transport planning and delivery is integrated with wider plans. Transport can help meet objectives of access to services, safer communities, health and economic wellbeing of young people, the economy and the environment.

Opportunities

This document gives examples of the types of transport initiatives that can be introduced into an area to help meet congestion, health and other targets.

Issues and constraints

How could the Local Development Framework respond?

The Local Development Framework can bear these examples in mind when land is allocated and Section 106 agreements are being drawn up.

Implications for the sustainability appraisal

Implementing innovative transport solutions will have a huge impact on sustainability measures

Cross references (General)	**Cross Reference (Topic Reviews)**
Local Area Agreement	Natural Resources and Pollution
	Communities

Table B1.18	
Title	**The value of new transport in deprived areas: Who benefits, how and why?**
Proponent body	Joseph Rowntree Foundation
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	2008

Why is it relevant to the Local Development Framework?

This study was designed to assess what happened in four deprived areas of the UK when new public transport initiatives were introduced: who has benefitted, how and why? It is an attempt to raise awareness of the importance of public transport services to social inclusion and the reinvigoration of the local economy in deprived areas. It is hoped that this will encourage national and local policy-makers to reassess their positions concerning the subsidisation of public transport operation and use.

Key messages, requirements and objectives

The impact of transport poverty on the lives of people who are already experiencing or who are at risk of social exclusion is well documented in policy literature. It acts as a barrier to the take-up of employment, is also linked with low participation in post-16 education and college dropouts, and can lead to failed health appointments and associated delays in medical intervention.

Opportunities

Accessibility planning now integral part of LTP2 and this need to be carried forward into the Local Development Framework. Urban bus challenge and other initiatives can support transport solutions.

Issues and constraints

There are still significant shortfalls in the delivery of public transport services to support social inclusion in deprived areas. Part of the problem is that, although numerous local transport projects have been initiated in deprived and isolated communities over the years, they have rarely been robustly evaluated. Many are short-lived because of limited funding opportunities.

How could the Local Development Framework respond?

Needs also to acknowledge additional bus and other transport services needed to reduce social exclusion in the area and acknowledge stakeholders that could provide joint funding for such initiatives (hospital, education and job links etc)

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table B1.19	
Title	**The State of the Nation: Transport**
Proponent body	Institution of Civil Engineers
Status (e.g. statutory, non-statutory)	Briefing paper
Date produced	October 2008

Why is it relevant to the Local Development Framework?

The Institution of Civil Engineer's aim morrors that of the Local Development Framework: to see a transport system which offers people real choice. To do this the UK must create a network which meets five transport goals:

1. Support sustainable economic growth
2. Maintain and enhance quality of life
3. Promote environmental sustainability
4. Enhance safety and resilience
5. Improve deliverability

When our transport system meets these five goals it will be efficient, accessible and environmentally friendly. It will be a transport system which can help redress the balance and allow us to be less dependent on our cars for many journeys.

Key messages, requirements and objectives

This State of the Nation report sets out a 10 step plan which offers a solution to the land based transport problems facing the UK. It envisages major transport changes in the UK by 2020 that will offer people more transport choice and alter the way in which we travel, help boost our economy and improve our everyday lives. They propose a 10 step plan to address the challenge of reducing CO2 emissions and cutting congestion that includes:Civil Engineers wants to see:

1. Political consensus on transport strategy
2. A 30-year national transport strategy delivered locally through integrated transport plans managed by integrated transport authorities.
3. Integrated transport authorities for urban areas
4. Integrated information on journey times, cost and CO_2 emissions and transport options
5. Faster infrastructure delivery
6. Integrated travel services and ticketing
7. Enhanced public transport capacity and reputation for rail and bus
8. Rail freight and short sea shipping capacity growth
9. Changing public behaviour by shifting costs from taxation to individual user journeys
10. Link revenue and funding

Opportunities

The analysis identified five goals for the UK´s transport system:

- Support sustainable economic growth

- Promote environmental sustainability

- Maintain and enhance quality of life

- Enhance safety and resilience

- Improve deliverability

Issues and constraints

Two of the biggest challenges in meeting these five goals are reducing congestion and CO2 emissions. When we begin to address these challenges our roads will become quieter, our environment will become cleaner, and we will have a transport network which supports and

encourages economic growth and helps improve our quality of life.

How could the Local Development Framework respond?
The objectives for the Local Development Framework are very similar, demonstrating that is is addressing national objectives and concerns.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**
North West Transport Briefing Paper	

Table B1.20	
Title	**Public Attitudes towards Climate Change and the Impact of Transport**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non statutory
Date produced	January 2008

Why is it relevant to the Local Development Framework?

This report summarises people's attitudes to climate change in relation to transport as a result of questions asked in the August 2006 National Statistics Omnibus Survey and repeated in April and August 2007. It covers:

- levels of concern about the environment and climate change;

- knowledge about the causes of climate change, including the contribution of transport;

- knowledge about the consequences of climate change and views on the potential for behavioural change to reduce the impacts;

- levels of support for a range of policy options to reduce transport emissions and the extent to which concern about climate change has the potential to influence travel behaviour.

Key messages, requirements and objectives

Around 70% of people spontaneously selected emissions from road vehicles as a cause of climate change. Aircraft emissions were also selected as a significant cause.

Opportunities

There is great potential for travelling habits to change even though much of it has not come about yet. The most popular improvement was to spend more on improving bus services, followed closely by improvements to rail services.

Issues and constraints

People said they would undertake activities to reduce car journeys as a result of climate change concerns but very few were doing so already. Personal change in transport habits more difficult to secure. Weather and other conditions at time of survey can influence results. People also have a mistrust of information given. Independent scientists are most trusted source. People of low educational attainment less likely to change their travel habits

How could the Local Development Framework respond?

Air quality issues already included. Be aware that moves to more sustainable modes of transport will take a long time to have significant impact.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table B1.21	
Title	**Advice on the Prioritisation of Smaller Transport Schemes**
Proponent body	Department for Transport / Atkins
Status (e.g. statutory, non-statutory)	Advisory
Date produced	January 2008
Why is it relevant to the Local Development Framework?	

Prioritisation is a valuable transport planning process which ensures delivery of transport-related objectives in a cost effective and efficient manner. It is about deciding "what to spend, in what areas to achieve the results you want", or making sure expenditure is prioritised on schemes and interventions that achieve the most. It is also about identifying the impacts of proposed areas of expenditure, and highlighting the trade-offs which need to be made when deciding where to focus resources.
Questions which need to be addressed include:
♦ which schemes and interventions are most important?
♦ which must be done first?
♦ **which are the most crucial for achieving agreed objectives (including those set out in the Local Transport Plan, Regional Transport Strategy, Community Strategy, Local Area Agreement, etc.)?**
♦ which will benefit users more?

Key messages, requirements and objectives

Prioritisation involves blending technical and political considerations in a process that aids, rather than dictates decision making. It requires identification of schemes and interventions for consideration; appraisal or measurement of the potential impacts (both positive and negative) of these schemes; followed by informed decision-making about the trade-offs which need to be made.

Chapter 6 is particularly useful as it identifies common problems experienced and provides recommendations for addressing them.

Opportunities

Advice relates to schemes typically of less than £250,000 which collectively make up a significant proportion of LTP expenditure. Such schemes will be crucial to the deliverability of the Core Strategy.

Benefits of prioritisation include:

♦ Improved service performance, through delivery of transport-related objectives in a cost effective and efficient manner.

♦ Policy driven process, which demonstrates why schemes are and are not implemented. Ensures best use is made of resources.

♦ Encourages stakeholder support. Clearly articulates the decision making process and reduces challenge to sound decisions.

♦ Assists in forward planning and the identification of a clear programme of expenditure.

♦ Provides continuity in approach throughout the LTP process.

Issues and constraints

Difficulties in prioritisation include:

♦ Making one thing a priority implies other things are not. This can generate resistance from stakeholders and require difficult decisions to be made.

♦ The process must be flexible and robust. The technical process may need to be balanced with political and practical requirements.

♦ Requires robust evidence about scheme impacts.

♦ Stakeholder expectations need to be managed.

♦ The process can be time consuming and resource intensive unless well managed.

How could the Local Development Framework respond?

Officers from all parts of the Transport service, as well as those covering land-use planning and economic development should be involved in the development of the process.

Consider prioritising schemes in the first instance, based on disaggregated impacts, and challenge evidence.

Prioritisation does not always recognise the contribution that a scheme might make to a wider package of measures

Options to address this include:

♦ Combine schemes into larger area- or corridor-based packages.

♦ Score schemes which add benefit to existing schemes or contribute to a future planned programme of measures.

Often there is too much emphasis on trying to get numerical evidence. Subjective assessment of impacts can form the basis of a defendable prioritisation approach, if undertaken in a systematic, transparent and auditable manner; and subject to challenge and review.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)

Table B1.22	
Title	**Design to delivery: eco-towns transport worksheet**
Proponent body	Town and Country Planning Association
Status (e.g. statutory, non-statutory)	Advisory
Date produced	March 2008

Why is it relevant to the Local Development Framework?

Creating a new community provides a unique opportunity to plan and implement transport systems in a radically different way. Conventional approaches will need to be turned on their head in order to create lifetime *places* that prioritise people over vehicles.

Key messages, requirements and objectives

Eco-towns act as exemplars of good practice and accessibility principles can be applied to other developments. Sociable neighborhoods, lower car dependency and promotion of healthier and more sustainable modes of travel are all objectives common to different types of development.

Opportunities

Walking and cycling are priorities, with public transport the norm for longer journeys. All key destinations must be accessible without using a car. Examples taken from the best European practice. Concept of filtered permeability introduced which separates sustainable modes from private motor traffic that gives them an advantage and 'ped-sheds' that give pedestrian ranges of between 400-800 meters.

Issues and constraints

There must be scope for integrating rail or other public transport systems into the developments if it is not justified from the outset.

How could the Local Development Framework respond?

Build on the hierarchy approach used in the Unitary Development Plan.

Consider a separate levy/purchase price for parking spaces that goes towards the provision of car related infrastructure. Those that do not own a car are then not paying unnecessarily.

Consider use of area Travel Plans to manage journey types. Emphasis on marketing approaches and personalised travel planning as people move into the settlement.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table B2.1	
Title	**Putting Passengers First – The Government's Proposals for a Modernised National Framework for Bus Services**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non Statutory
Date produced	December 2006

Why is it relevant to the Local Development Framework?

- Government acknowledges falling bus patronage since deregulation in 1986, yet recognises the crucial role bus travel plays in local communities. The current regulatory framework is not delivering what passengers expect in terms of reliability, efficiency and cost.
- Sets out proposals to improve the bus market outside London including potential franchising powers for local transport authorities

Key messages, requirements and objectives

- Important to help deliver targets on improving air quality and congestion.

Proposals include:

- Enhancements to the existing arrangements for partnership schemes between local authorities and bus operators, allowing statutory schemes to cover minimum frequencies, timings, and where appropriate maximum fares.
- making quality contract schemes a realistic option, while ensuring that these schemes can only be brought forward where the benefits are sufficient to justify them, and safeguarding the legitimate interests of bus operators;
- working with stakeholders to develop a new performance regime in which operators provide punctuality data to their local Traffic Commissioner, and which operates within the new performance framework for local areas announced in the Local Government White Paper to hold both local authorities and operators to account for their contribution to the performance of local bus services;
- giving more opportunity to the community transport sector, which plays a key role in many rural and other areas where services cannot be provided on a fully commercial basis;
- Considering the scope for refocusing the current bus subsidy regime to ensure it remains targeted as effectively as possible and supports the Government's environmental objectives.

Opportunities

- Councils will get a greater say over how local buses operate.
- Influence frequency, timetables and fares and introduce schemes to meet specific local demand.
- Charities and community groups to provide services in areas of poor service.
- Extension of franchises to 10 years or more if operators are investing heavily will give stability to network.
- Operators to be penalised if they perform poorly on punctuality.
- Supports the achievement of a strong local economy.
- Adds another tool in the package of measures to tackle local problems.
- Achieving change to bus use means attracting to bus market more occasional users, so standard of service quality, capacity and ease of use will need to improve.
- Re-invest productivity gains into higher frequency to produce further growth.
- Need a bus-speed master plan with peak-time bus speed targets set to deliver passenger growth rather than identification of congestion hot spots. Don't factor in boarding time delays.

Issues and constraints

- Declining bus patronage a challenge to reverse.
- One Quality Contract scheme cannot cover the whole of an urban area to maintain competition.
- Interests of bus operators still need to be considered.
- Engineering works to be funded and undertaken to help meet punctuality targets.
- Draft Road Transport Bill to follow in Spring 2007
- Partnership working sometimes difficult to organise in new areas of involvement – lack of best practice examples to follow.
- Key to passenger growth is faster journey times not punctuality, especially in relation to the car. Can timetable in congestion delays and meet punctuality targets to a slower timetable but would be delivered with passenger decline.
- Buses must meet EURO 3 and 4 emissions standards if they are to be promoted as a reduced pollution option to the car. Long operating life and rapid reduction of car emissions means a challenge to meet emissions targets for operators with old vehicles even if passenger targets are met Environmental gap with car set to widen unless industry overhauled...

How could the Local Development Framework respond?

- Continue to support Quality Bus Corridor enhancements and designation of new routes.
- Integral part of accessibility strategy (workplaces, education and health/food)
- Identify key origins and destinations that require linkages.
- Improved information will help target monitoring
- Could proactively identify potential services rather than react to service withdrawal proposals.
- Provide opportunities for better integration of public transport
- Future bus policy is reviewed and developed within emerging framework

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
Local Transport Plan 2	Environment Natural Resources and Pollution

Table B3.1	
Title	**The Future of Rail White Paper**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	July 2004

Why is it relevant to the Local Development Framework?

Sets out the conclusion of the rail review announced by the Secretary of State for Transport in January 2004. The key priorities for the rail industry are to improve performance and get a grip on costs, whilst maintaining a high standard of safety.

Key messages, requirements and objectives

Will enable the different sides of the industry to work together more effectively to provide a better, more reliable service for passengers.

Network Rail will be clearly accountable for the network's performance, and front-line staff from train and track companies will be able to work in partnership to meet their customers' needs.

- The Government will take charge of setting the strategy for the railways

- Network Rail will be given clear responsibility for operating the network and for its performance

- Track and train companies will work more closely together

- The Office of Rail Regulation will cover safety, performance and cost

- A better deal for freight will enable the industry and its customers to invest for the long-term

Opportunities

The railways are a vital part of the country's transport infrastructure. As the economy grows, demand for good transport services increases, and the rail industry has an important role to play in meeting this need. The industry is carrying more passengers, as well as increasing its share of the freight market, and improving its customer focus and its levels of performance and safety.

Rail freight has grown by 43 per cent from its low point in 1995

The number of containers moved by rail to and from major ports has grown by 20 per cent to over 700,000 in the past three years, and there have been significant increases in other industrial markets, such as petrochemicals and car exports. But rail freight is also developing new markets, with a number of high street stores increasingly using rail for distribution throughout the UK.

Passenger journeys have grown by over 26 per cent and there are 1,600 additional train services every weekday compared to 1996/97.

Evidence shows that passengers also value:

- cleanliness and quality of trains;

- quality of station facilities;

- improved journey times;

- personal security;

- good customer service;

- accurate and timely information; and

- trains not being overcrowded.

Issues and constraints
The railways are suffering from historic under-investment stretching back for decades, and from a flawed structure put in place at the time of privatisation. It will take much time and money to recover the situation.
The quality of Victorian railway infrastructure varied widely and we are still living with some of the legacies that hinder future development.

How could the Local Development Framework respond?
Acknowledge the extent to which rail can contribute to overall transport provision in Wigan in a realistic way.

Implications for the sustainability appraisal
Provides background information.

Cross references (General)	Cross references (Topic Reviews)

Table B3.2	
Title	**Review of Community Rail Development Strategy**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	March 2007
Why is it relevant to the Local Development Framework?	

Community Rail Development Strategy was launched in November 2004 and recognised that local rail services matter to people. It aims to: increase passenger use, freight use and net revenue, manage costs down and involve the local community more. Added to this is now regeneration.

Key messages, requirements and objectives

Important link between community rail approach and social and economic regeneration.

Changes the approach to franchise management, with more freedom given to the train operator working with the local community rail partnership. This is already well established in Wigan.

Clarifies expectations and aspirations for the line.

Opportunities

Physical regeneration of station buildings provides evidence that an area is changing.

Introduction of lighter rail technology helps to reduce costs.

Build on links with local stakeholders and use opportunities for funding and expertise and commitment of station adopters and volunteers.

Community Rail Partner may carry out trading activities such as selling tickets or providing catering. This is not currently happening in Wigan, but there is an example at Burscough Bridge.

Current status: Wigan Wallgate to Southport and to Kirkby both lines "proposed with service designation"

Need to build on links to Winstanley (Orrell) and St John Rigby (Gathurst) colleges in terms of timetabling and ticketing. These destinations offer potential for patronage growth.

Revenue growth appears to be higher on Community Rail Partnership lines than on other comparable lines.

Issues and constraints

Lines are: low speed (<75mph), single or double track, one operator providing bulk of services, not directly serving major conurbation commuting, no major freight, not part of Trans European Network.

Supported and represented by Association of Community Rail Partnerships (ACoRP)

Perception that interaction with Greater Manchester Passenger Transport Executive fares will constrain ticketing freedom.

How could the Local Development Framework respond?

Should build on the advantages the stations below have conferred on them by this designation.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
West Lancashire Community Rail Partnership now covers Pemberton and Orrell as well as Gathurst and Appley Bridge.	Communities

Table B3.3	
Title	**Draft Guidance for Local Authority Promoters Considering a Light Rail Scheme**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	December 2006
Why is it relevant to the Local Development Framework?	

Provides practical help to local authority promoters considering light rail schemes. Advice also applicable to Bus Rapid Transit.

Key messages, requirements and objectives

GMPTA response produced March 2007 Final guidance still awaited.

Opportunities

Light rail can deliver quicker more reliable journeys and can be effective in attracting people out of cars, delivering wider transport goals such as tackling congestion and minimising pollution.

Issues and constraints

Will only be supported by government where they offer the most cost effective options.

Guidance seems to have been written to point people away from this option and contains negative references without acknowledging the benefits.

Seen as a competition to bus services rather than complementary.

How could the Local Development Framework respond?

Opportunities of expanding light rail technology onto the heavy rail network to deliver transport requirements of Local Development Framework.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Future of Transport White Paper Transport Innovation Fund	

Table B3.4	
Title	**Delivering a Sustainable Railway – White Paper**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	July 2007
Why is it relevant to the Local Development Framework?	

This sets out the Government's strategy for rail for the next 30 years together with outputs and funding for the years 2009-2014. Network Rail must finalise their plans to meet the Government's requirements (by October 2007).

Key messages, requirements and objectives

Good progress has been made over the last 4 years in the rail industry with costs reducing and performance improving. Passengers and freight are returning.

3 long term agendas identified: Increasing capacity (passengers and freight), Delivering a quality service for passengers (safety and reliability and provision for disabled people) and Fulfillment of rail's environmental policy.

Reversing the problems brought about by flawed privatisation and decades of under investment means the railway is no longer managing decline but enabling growth of up to 40% in last decade. This is greater in city regions than it is in London.

Opportunities

Must seize upon the opportunities for investment in the North West this brings about. Must work collaboratively with partners to achieve success.

Issues and constraints

Rail improvements always take a long time to come on stream.

How could the Local Development Framework respond?

Ensure that best use is made of the available rail network and support future growth where possible.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Eddington Stern	

Table B3.5	
Title	**Stakeholder Briefing Document New Cross Country Franchise and updates**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Advisory
Date produced	November 2006

Why is it relevant to the Local Development Framework?

The New Cross Country franchise is due to commence on 11 November 2007 and will run until April 2016 with a provision for termination after 6 years if certain performance criteria are not met. Affects Wigan as Cross Country trains will no longer serve Wigan North Western Station directly. It also helps to tie services in to the West Coast Main Line Strategy. Following public consultation it was announced on 10 July 2007 that the franchise had been won by Arriva.

Key messages, requirements and objectives

Wigan recorded objection to the loss of direct cross country services. Ease of interchange between West Coast Main Line and the CC network in terms of timetabling and physical access must be a key priority to ensure that key destinations can still be reached.

Opportunities

Provides hourly Bristol Temple Meads to Manchester and Bournemouth to Manchester services. Connections to Wigan at Birmingham or Crewe.

Issues and constraints

Cross Country services between Manchester and Scotland will cease. Re focus to Manchester Piccadilly. All Cross Country services will terminate or pass through Birmingham New Street. This is not ideal from Wigan's point of view

How could the Local Development Framework respond?

The Framework need to maintain commitment to service provision at Wigan North Western.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**

Table B3.6	
Title	**High Level Output Specification – Specimen Capacity options**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	July 2007

Why is it relevant to the Local Development Framework?

The High Level Output Specification is a requirement of the Delivering a Sustainable Railway White Paper (see Table B3.4) and is contained within Appendix A of that document. It sets out targets under safety, capacity and reliability and funding available to secure these improvements. Transport Innovation Fund money can also be used to supplement this. Of relevance are improvements required to reliability on the West Coast Main Line and Cross Country services, and radio based cab signalling that will significantly increase capacity on the lines, and regional services provided by Merseytravel and Northern Rail.

Key messages, requirements and objectives

West Coast train lengthening to 11 car Pendolinos (currently operate 53 9 car trains), extra services Liverpool-Manchester including two trains per hour Liverpool-Leeds via Piccadilly and Victoria. Manchester identified as one of biggest four important rail commuting areas. Wigan identified as requiring additional capacity at peak time from Liverpool.

Opportunities

Must capitalise on the opportunities for investment and cascading of carriages in this area and work collaboratively with partners to achieve success.

Issues and constraints

Wigan corridors not identified as requiring additional peak capacity under Manchester option but do appear in Liverpool option.

How could the Local Development Framework respond?

Rail can be used to support the growth of local economies.

Implications for the sustainability appraisal

Rail contributes towards sustainability allowing people to travel in a way that minimises environmental impact.

Cross references (General)	**Cross Reference (Topic Reviews)**
Future of Rail White Paper (2004)	
Delivering a Sustainable Railway – White Paper	

Table B4.1	
Title	**Smarter Choices – Changing the Way We Travel**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Advisory
Date produced	July 2004

Why is it relevant to the Local Development Framework?

Over recent years there has been a noticeable shift in transport policy initiatives that are being promoted by Government and Regional bodies. In the past, transport policy initiatives focused on 'hard' interventions such as new infrastructure etc as the primary means of reducing congestion, pollution and encouraging a modal shift to sustainable transportation. However, there has been growing interest in a range of transport policy initiatives which are aimed at producing more reliable information, better informed traveller attitudes, and more benign or efficient ways of travelling. In transport policy discussions, these are now widely described as 'soft' factor interventions.

'Soft' measures include initiatives such as: workplace travel plans; school travel plans; personalised travel planning; public transport information and marketing; travel awareness campaigns; car clubs; car sharing schemes; teleworking; teleconferencing and home shopping. The use of such initiatives can help to substantial traffic reduction.

The document assesses these initiatives and estimates their impact on reducing car usage. Best Practice examples of each initiative are also provided.

The Local Development Framework can ensure that suitable initiatives are encouraged and promoted throughout the Borough, with the ultimate objective of reducing car usage and congestion.

Key messages, requirements and objectives

'Soft' transport policies are fairly new as part of mainstream transport policy, mostly relatively uncontroversial, and often popular. They include:

- Workplace and school travel plans;

- Personalised travel planning, travel awareness campaigns, and public transport information and marketing;

- Car clubs and car sharing schemes;

- Teleworking, teleconferencing and home shopping.

The overarching objective of such policies is to reduce the amount of car usage by encouraging more sustainable transport alternatives. They are seen as having a greater and more sustained impact than 'hard' initiatives such as infrastructure improvement. They are aimed at producing more reliable information, better informed traveller attitudes, and more benign or efficient ways of travelling.

Opportunities

All of the above initiatives could be encouraged throughout the Borough through the Local Development Framework and its associated documents. Research conducted for the study indicates that if these policies are implemented and fully funded and supported they could result in a reduction in peak period urban traffic of about 21% (off peak 13%).

Issues and constraints

The document notes that a reduction in car usage and the associated reduction in congestion may actually encourage other people to increase their car usage. There must be other policies in place to ensure that this does not happen.

It is also noted that if full commitment is not given to these initiatives then the potential impact on reducing car usage will be significantly reduced or even removed.

How could the Local Development Framework respond?
• Policy to ensure all new employment proposals have effective travel plans in place – best practice examples;
• Encourage existing employment centres to develop and implement Travel Plans;
• Ensure all schools and places of higher education develop and implement Travel Plans;
• Promote the facilitation of personalised travel planning;
• Encourage teleworking and teleconferencing as more sustainable forms of working; and
• Ensure adequate funding and resources are devoted to developing the policies.

Implications for the sustainability appraisal
Appraisal framework to promote sustainable modes of travel.

Cross references (General)	Cross references (Topic Reviews)
	Communities

Table B4.2	
Title	**Walking and Cycling Action Plan progress report**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	June 2004
Why is it relevant to the Local Development Framework?	

This is the Government's action plan for increasing levels of walking and cycling in England. Both cycling and walking can have positive impacts on public health; accessibility; traffic congestion; supporting retail development and encouraging tourism.

These issues improve the sustainability of areas and should therefore be promoted through the Local Development Framework.

Key messages, requirements and objectives

The document promotes different ways in which to increase walking and cycling, these are:

- **Creating places that people want to walk and cycle in, by;**

1. Land Use Planning – Help create places and spaces with the needs of people in mind;

2. Transport Planning – Local Transport Planning process enable local authorities to develop transport systems in an integrated, complementary way;

3. Improving Liveability – Dirty and poorly maintained public spaces can put people off walking and cycling. New investment in public spaces can transform people's relationship with their local areas.

4. Designing Streets for People – Walking and cycling are being compromised by over-designed residential streets. Has resulted in 'Manual for Streets' being recently published.

5. Home Zones – Home Zones are an example of how imaginative street design and management can make residential areas more accessible and enjoyable for a wider range of users. Places for people, instead of just thoroughfares for motor traffic.

- **Providing high quality facilities for safe walking and cycling through**;

1. Inclusive design for the elderly, blind and disabled;

2. The provision of higher quality cycle and walking routes with a safer road environment, particularly crossings for pedestrians and cyclists;

3. Access to public transportation should be widened – cycling to a rail station means that the catchment area is increased 15 fold over walking. Thus the station can have a wider geographical catchment area. Journeys up to 3km the bicycle will almost always achieve shorter journey times than the bus, allowing for waiting and walking time;

4. Use of inland waterways as viable cycling and walking routes.

5. Government should set the standard and lead by example

- **Influencing travel behaviour through education, training, marketing and promotion by;**

1. Public Perception – A shift in attitude towards cycling is required to encourage more people to use a bicycle as a primary mode of transport. A key part of this is to ensure the public are ware of the health benefits of cycling.

2. Travel to School - During the morning peak, nearly 1 in 10 car trips by residents of urban areas in term time were taking children to school. Initiatives should be put in place to encourage schools to promote transport by foot and by cycle, which will reduce congestion and improve the health of children.

3. Travel to work initiatives to promote walking and cycling to work.

4. Educating Motorists – Drivers have an important role to play in creating a safer and more secure environment for walking and cycling.

5. Broader Promotional Campaigns – Boost the popularity of cycling with the public through the use of high profile advertising campaigns.

- **Monitoring success through better targets and indicators.**

1. Effective monitoring of targets and indicators.

Opportunities
As Wigan has a relatively low starting base for cycling and walking it is anticipated that significant gains and improvements can be made in the short term. There is an opportunity to follow the recommendations of this document to increase the overall rate of cycling and walking in the Borough. Of particular importance is travel to and from schools and higher education establishments and large employment sites.

Issues and constraints
- Commitment of resources and funding over a long period;   - Difficultly of coordination between departments. Need for a dedicated Cycle / Walking Officer?   - Piecemeal development of policies may not have the desired impact on increasing overall cycling numbers.

How could the Local Development Framework respond?
Ensure that the policies listed above and in Council's Cycling Strategy are reflected in the Local Development Framework. Particularly through the promotion of urban areas which encourage cycling and walking such as home zones and shared space areas.

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)

Table B4.3	
Title	**Guidance on the Appraisal of Walking and Cycling Schemes**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	March 2007

Why is it relevant to the Local Development Framework?

Provides project promoters with the tools to identify the benefits of investing in these modes and enable their value for money to be compared with other transport investments.

Key messages, requirements and objectives

Guidance on various aspects of the analysis of cycling and walking schemes. It was written to help in certain aspects of the analysis of schemes aimed primarily at improving conditions for cyclists and walkers, such as the development of a cycle route. However, it can also be used where public transport or road schemes are likely to have a significant impact on cycling and walking trips.

Opportunities

Intended for use in planning of facilities such as new cycle routes, secure cycle parking, changing and showers,, street lighting, benches and information panels. Can also be used to appraise public transport or road schemes that are likely to have significant impact on walking or cycling trips.

Now possible to measure monetary value given to health benefits accruing from increased physical activity and journey ambience and reduction in fear from potential accidents.

Physical fitness will dominate where there are sufficient levels of growth. Journey ambience will dominate where initial levels of usage are high.

Issues and constraints

Forecasting levels of walking and cycling need to be accurate to produce a successful appraisal

How could the Local Development Framework respond?

Ensure schemes appropriately appraised.

Include targets for the numbers of people who, as a result of the new walking and cycling facilities, will cross the threshold of undertaking 30 minutes or more moderate activity most days of the week.

Ambience includes the actual journey (off road more pleasant) and cycle parking stands and showers at workplaces (although often more highly valued by non-cyclists!)

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Health and wellbeing	Open space, sport and recreation

Table B4.4	
Title	**Bike for the Future II**
Proponent body	Cycling England
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	September 2007

Why is it relevant to the Local Development Framework?

The document was originally produced by the National Cycling Strategy Board, the prior advisory body to Cycling England with its aim to get 'more people cycling, more safely, more often'. Increasing cycling rates will help to meet key Government transport objectives on reducing congestion, and enhancing air quality, accessibility and safety.

The document is a good starting point for understanding the issues which need to be addressed with local policies and should form the base for a Cycling Strategy. It sets out a case and programme for investment at £70M per annum for 3 years (2008-2012) with the objective of increasing national cycling rates by 20% in this time scale.

Key messages, requirements and objectives

Rather than an overarching national or regional target to increase cycling usage, the document promotes the establishment of 'challenging local targets', and to monitor progress. It uses the 6 Cycle Demonstration towns as a basis of good practice to learn from and build on success.

It is noted that for cycling to increase, a shift is needed from other modes, principally car journeys. Investment should be channelled to where most change can be achieved, rather than attempt to spread resources thinly. Education and shopping trips should have the highest priority, along with commuting.

It advocates the use of traffic calming, home zones, road charging and personalised travel planning which address wider societal needs rather than simply cycling, which are essential in increasing cycling.

A specific programme to target business is also recommended, offering a package of subsidised cycle parking, cycle training and information.

Importantly, the need for commitment of political will amongst Council and senior officers is strongly emphasised.

Potential – People

The document has an emphasis on three specific groups; young people, new and occasional cyclists and women.

Potential – Places

Investment should be channelled to where most change can be achieved, the main places for attention are:

- Urban areas with severe congestion problems;

- Urban areas with effective traffic restraint policies;

- Towns and cities which already have some culture of cycling; and

- Areas where there is strong political and officer support for pro-cycling measures.

The Strategic Action Plan lists the following priorities:

1. Specific Measurable Programmes

- Targeted investment in high quality infrastructure that favours cycling;

- Cycling to work and college;

- Cycle training;

- Cycling to school; and

- Cycling and health.

2. Activities Supporting Programme Work

- Consumer Marketing Programme.

Opportunities
This document states that in order to increase cycle usage in the UK there needs to be wider changes to planning policy.   These are: 1. Creating places which are more attractive for cycling and walking – this includes the development of more 'home zones' and urban design which promotes the needs of the pedestrian and cyclist over those of the driver.   2. Land use planning which promotes sustainable, compact towns where a variety of facilities and services can be reached without the need for private vehicle transport.   3. The use of work travel plans, school travel plans and personalised travel plans to increase cycle usage amongst key people and encourage a change in attitude towards sustainable transport.   4. Improvement to and investment in the cycling infrastructure, in terms cycle lanes, safe parking etc.

Issues and constraints
Home zones and urban design around the pedestrian and cyclist will require a radical change in thinking of developers, senior Council officers and Councillors if it is to succeed.   The promotion of home zones etc will require a significant level of cooperation between Council planners and traffic engineers and a shift in current thinking.

How could the Local Development Framework respond?
Encourage the promotion of the issues above.

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)

Table B4.5	
Title	**Local Transport Note 1/04 Policy, Planning and Design for Walking and Cycling**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Statutory
Date produced	2004
Why is it relevant to the Local Development Framework?	

This Local Transport Note (LTN) applies to rights of way under the control of local highway authorities. The document sets out the policy context that supports the promotion of pedestrian and cycling facilities and also describes common design principles for pedestrian and cycle provision.

Key messages, requirements and objectives

Design Requirements:

Planning and designing high quality infrastructure involves developing very localised solutions in close consultation with local people, but there are some basic requirements that need to be satisfied, and these are summarised below. The underlying principle is that measures for pedestrians and cyclists should offer positive provision that reduces delay, diversion and danger.

Five core principles have been established common to both pedestrians and cyclists these are Connectivity, Conspicuity, Convenience, Comfort, and Conviviality.

Convenient: Networks should allow people to go where they want, and new facilities should usually offer an advantage in terms of directness and/or reduced delay compared with existing provision. Ideally, routes should be unimpeded by street furniture, pavement parking and other obstructions which can be particularly hazardous to visually impaired pedestrians.

Accessible: Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. The routes should be continuous and as direct as possible in terms of distance and journey time. There should be proper provision for crossing busy roads and other barriers in urban and rural areas, and in some areas there should be a positive advantage over private motorised traffic. As far as is practicable, all parts of each route (including crossing points) should be situated on desire lines. Routes should be provided into and through areas normally inaccessible to motor vehicles such as parks and shopping centres, as this may help to encourage modal shift.

Safe: Not only must infrastructure be safe, but for the well being of users, it must be perceived to be safe. Traffic volumes and speeds should be reduced where possible in order to create the desired conditions. Reducing the impact of motor traffic also facilitates the implementation of other measures beneficial to pedestrians and cyclists which might not otherwise be viable. Opportunities for redistributing space within the highway should be fully explored including moving kerb lines and street furniture, providing right-turn refuges for cyclists or separating conflicting movements by using traffic signals. Apart from long sight lines, the risk of crime can be reduced through the removal of hiding places along the route, provision of lighting, and the presence of passive surveillance from neighbouring premises or other users.

Comfortable: Infrastructure should meet design standards for width, gradient, and surface quality etc, and cater for all types of user, including children and disabled people as appropriate.

Attractive: Aesthetics, noise reduction and integration with surrounding areas are important. The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass. If possible, routes should cater for users wishing to stop, chat and rest. The ability for people to window shop, walk or cycle two abreast, converse or stop to look at a view makes for a more pleasant environment. Public spaces need to be well-designed, finished in attractive materials, and be such that people want to stop in them to spend some time there.

Hierarchy of Uses:

The concept of a hierarchy of users has been established for use in the planning and design processes for new developments and proposed traffic management schemes. This places pedestrians at the top, followed by cyclists then public transport, with unaccompanied private car-users last. The objective of such a hierarchy is to ensure that the needs of the most vulnerable road users are fully considered in all highway schemes, but not necessarily to give priority to pedestrians and cyclists in every location.

Design for Pedestrian and Cyclist:

This is a useful concept to distinguish between the differing priorities assigned to various aspects of a route (for example, safety versus directness) for users with different requirements due to their journey purpose, level of experience or physical ability.

The design pedestrian types are:

- Commuter - prefers a fast direct route between home and work or when accessing public transport, regardless of quality of environment;

- Shopper/leisure walker - looks for ease of access, attractive retail environments, and attractive routes;

- Disabled person - requires level, clearly defined easy access and careful attention in the design and placement of street furniture, including resting points. Satisfying these requirements will also satisfy the needs of all other users, especially older people, people with heavy shopping/young children, and people with temporary impairments or low levels of fitness; and

- Child - requires a high level of segregation from motorised traffic and/or other measures to reduce the dominance of motor vehicles, such as speed reduction, together with good passive surveillance from other users. These are important factors where children and young people make independent journeys, especially journeys to school.

The design cyclist types are;

- Fast commuter - confident in most on-road situations, and will use a route with significant traffic volumes if it is more direct than a quieter route;

- Other utility cyclist - may seek some segregation at busy junctions and on links carrying high-speed traffic;

- Inexperienced utility, commuter and leisure cyclist - may be willing to sacrifice directness in terms of both distance and time, for a route with less traffic and more places to stop and rest. May travel more slowly than regular cyclists;

- Child - may require segregated, direct routes from residential areas to schools, even where an on-road solution is available. Design needs to take account of personal security issues. Child cyclists should be anticipated in all residential areas and on most leisure cycling routes;

- Users of specialised equipment - includes disabled people using hand-cranked machines and users of trailers, trailer-cycles, tandems and tricycles. This group requires wide facilities free of sharp bends and an absence of pinch-points or any other features which force cyclists to dismount. Cycle tracks and lanes where adult cyclists frequently accompany young children should be sufficiently wide to allow for cycling two abreast. This enables the adult to ride on the offside of the child when necessary.

Hierarchies of Provision:

The majority of pedestrian or cycle routes use the *existing* road network. The first step in planning

pedestrian or cycle infrastructure measures is to assess if any change is needed to existing provision. The hierarchy does not necessarily apply to schemes where it is intended to construct totally new cycle tracks/footpaths to a high standard which offer a more advantageous route than the equivalent route for motorised traffic.

Both hierarchies include traffic reduction and speed reduction as the first and second options because these treatments are likely to offer wider community benefits in terms of road safety, streetscape, community severance and noise reduction, and make effective use of existing road space. Increased walking and cycling and improvements in streetscape, local environment and community safety are entirely compatible and mutually reinforcing.

The options at the bottom of each table should normally be considered last because they do not address the safety issues that preclude pedestrians or cyclists from using existing highway infrastructure. In some cases, new or grade-separated pedestrian alignments and cycle tracks may be less direct or may be problematic in terms of personal security. Designers must take these issues into account to ensure that a facility is useable. The measures in the hierarchy are not mutually exclusive - for example, reducing traffic speeds or volumes may be a pre-requisite for enabling an at-grade pedestrian crossing, cycle lane or a cycle track to be installed.

Land Use Planning:

The importance of high-density, permeable, mixed-use planning to walking and cycling is that it helps to meet the requirements of convenience and accessibility. Because such developments can be easily served by non-car modes (and are consequently much less car dependent), it is generally easier to provide high levels of accessibility and safety. By creating human-scale developments where there is a variety of urban forms and functions within a short distance of each other, comfort and attractiveness can also be addressed.

Opportunities
To ensure that the main principles of LTH 1/04 are contained in the Local Development Framework.

Issues and constraints
Ensure new and existing cycle routes have Connectivity, Conspicuity, Convenience, Comfort, and Conviviality.
Ensure that Council adopts a Hierarchy of Use which focuses on the cyclist and pedestrian for all new developments and public domain works.
Respond to the different requirements of different users such as commuters, children and leisure cyclists.
Hierarchies of provision should be consulted in the planning of new routes. In some instances, reducing speed and traffic on existing routes is more desirable than creating new off-road routes.
Land use planning has an important role in improving and increasing cycling by creating sustainable places with a range of services in close proximity.

How could the Local Development Framework respond?
Promoting measures which will reduce traffic and vehicle speeds.
Promote high quality innovative buildings and urban design which increase the attractiveness of cycling.

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
	Landscape, Townscape and Buildings

Table B4.6	
Title	**DfT Bike and Rail Policy**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	September 2004

Why is it relevant to the Local Development Framework?

The Strategic Rail Authority published this document as their Cycling Policy advice and guidance to Train Operating Companies shortly before being wound up. The document provides advice on a range of activities which can help better integrate bike and rail journeys including carriage of bikes on trains, cycle parking, access to stations, cycle hire and cycle centres at stations and information to cyclists using the rail network for part of their journey. Following the winding up of the Strategic Rail Authority the Department of Transport has adopted the document as their own Bike and Rail Policy.

Key messages, requirements and objectives

The Strategic Rail Authority Cycling Policy Consultation document, set out five objectives for its Cycling Policy:

• Encourage passengers to cycle to stations, especially as an alternative to driving;
• Encourage Train Operating Companies to take into account the wider benefits of cycling in decisions about investment in facilities for cyclists and in formulating the rules on the carriage of cycles;
• Encourage the provision of appropriate parking facilities for cycles at stations;
• Allow Train Operating Conmanies discretion to determine the appropriate facilities for carrying cycles on trains, taking into account the trade-offs specific to their passenger market; and
• Ensure that clear information is available for cyclists as to the provision for cycles on rail services and the facilities that they can expect.

Provisions required by cyclists

The following provisions are required to increase rail and cycle travel:

• Access roads – road safety, traffic signals, signage, dropped kerbs, cycle lanes;
• Access within stations – facilities to aid the movement of cycles around stations, in particular wheeling channels on steps;
• Ticketing, reservation and booking systems for cycle carriage (where required);
• Cycle parking provision – availability, location, convenience, weather protection and security. (25% of commuters would say that they would find it advantageous if cycle parking and access were improved to allow them to cycle from home to the station);
• Restrictions, charges, facilities, and space for carrying cycles on trains;
• Information – to plan journeys with confidence, passengers need to know in advance whether they will be able to carry their cycles on trains, and whether appropriate cycle parking will be available;
• Signage to stations and to facilities within stations; and
• Signage on trains indicating the location of cycle storage facilities. Commuters who wish to combine cycle and rail journeys at times where cycle carriage on trains is not permitted might consider:
• Cycling at one end of their journeys and leaving their cycle parked;
• Using a folding cycle and carrying this with them on their train journey;
• Keeping a cycle at either end of their journey (with consequent additional demand for secure overnight parking); and
• Utilising cycle hire facilities, where available, at one or both ends of their journey.

Opportunities

Promotion of cycle / train travel for both commuting and leisure trips;

Improved signage;

Improved cycle parking provision at stations

Issues and constraints

Unclear if these issues would result in a substantial increase in cycling levels. There are more strategic issues which need to be addressed first.

How could the Local Development Framework respond?

See above

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)

Table B4.7	
Title	**Cycling: The way ahead for towns and cities**
Proponent body	European Commission
Status (e.g. statutory, non-statutory)	Non-Statutory
Date produced	1999
Why is it relevant to the Local Development Framework?	

Every day European cities demonstrate that a reduction in the use of private cars is not just desirable but feasible. Amsterdam, Barcelona, Bremen, Copenhagen, Edinburgh, Ferrara, Graz and Strasbourg apply incentives that favour public transport, car-sharing and bicycles, along with restrictive measures on the use of private cars in their town centres. These cities do not harm their economic growth or access to their shopping centres. In fact, they promote them because they understand that unbridled use of cars for individual journeys is no longer compatible with easy mobility for the majority of citizens. Their approach is fully in line with the European Union's international commitments regarding the reduction of greenhouse gas emissions and European legislation on air quality.

The handbook Cycling: the way ahead for towns and cities stems from the idea that the worst enemies of the bicycle in urban areas are not cars, but long held prejudices. The handbook therefore corrects some of the prejudices connected with the use of the bicycle as a regular mode of transport in the urban environment. It also suggests some simple, inexpensive and popular measures, which could be implemented immediately.

Key messages, requirements and objectives

The list of presumed or proven advantages to be gained from cycling has never been established exhaustively. They are of various kinds, including:
- economic benefits (such as a drop in the share of the household budget devoted to the car, reduction of working hours lost in traffic jams, reduction of health costs thanks to the effects of regular exercise);
- political advantages (such as a reduction in dependence on energy, saving non-renewable resources);
- social advances (such as the democratisation of mobility, greater autonomy and accessibility of all facilities to both young and elderly people);
- ecological impacts (with a distinction between local, short-term effects — notion of the environment — and non-localised long-term effects — notion of ecological balance).

As far as towns are concerned, the advantages of the bicycle for the community are mainly linked to the quality of life, the quality of the environment and to long-term savings made through the following:
- a direct reduction in traffic hold-ups through the falling number of cars in circulation (through commuter motorists choosing the bicycle as a mode of transport to go to work); an indirect reduction in traffic hold-ups through the increased appeal of public transport for commuters thanks to a combination of public transport and bicycle (and hence making investments in public
- transport profitable);
- better fluidity of traffic, which is indispensable, with a lower pollution level;
- space savings (on the road and in parking areas) and hence a reduction in investments in roadways and the possibility of making a different use of public space in order to increase the attractiveness of town centres (for accommodation and commerce, culture and leisure); reduction in investments and costs for companies (parking) and the public authorities (car parks, maintenance, new infrastructures, etc.);
- a general improvement to the quality of life in towns (air pollution, sound pollution, public places, children's safety), while accommodation, particularly for families, becomes more attractive;
- less severe deterioration of historical monuments and reduced maintenance costs (less frequent cleaning, for example).

It is noted that statistics show that received opinion is not always correct. For example, if you calculate risk by age group and make reasonable statistical corrections, you find that for the 18-50 year age range cycling has a lower overall accident risk. However, there is no getting away from one fact: young cyclists (especially boys) are the most vulnerable if they have not mastered the rules properly, rules which are needed to keep adolescents' enthusiasm in check.

The document notes that safety should be improved through:

- Integrating the notion of benefits to health;
- Reducing the speed of cars;
- Safety training for cyclists; and
- Improved policing.

It is also stated that a redistribution of public space is required in order to promote cycling. This includes remodelling of existing roads and junctions and by providing dedicated cycling lanes.

To promote the use of cycling the following are recommended:
- Listening to individual cyclists experiences;
- Making use of synergies with other bodies and Councils;
- Making use of cycling's popularity as a leisure pursuit; and
- Making use of cycling's popularity with school children.

Opportunities
The issues raised in this document are addressed in national, regional and local documents.

Issues and constraints

How could the Local Development Framework respond?

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
	Landscape, Townscape and Buildings

Table B4.8	
Title	**Shared Space – Room for Everyone**
Proponent body	Shared Space in association with the Economic Union
Status (e.g. statutory, non-statutory)	
Date produced	

Why is it relevant to the Local Development Framework?

Shared Space is a European co-operation project that aims to develop a new policy for designing public spaces at regional, national and eventually at a European level.

Over the past decades transport and traffic objectives, (improving traffic flows and traffic safety), have determined the way in which public spaces are designed. Often this was at the cost of quality in the public realm and the living environment of people. The Shared Space project employs a new approach to public spaces – an approach that exploits the many varied purposes of such spaces. In contrast to current design practice, Shared Space strives to combine rather than separate the various functions of public spaces. In this manner Shared Space strives to improve the quality of public spaces and the living environment for people, without needing to restrict or banish motorised traffic.

The concept and this document are relevant to the Local Development Framework as they promote spaces and routes which encourage and increase the use of cycling and walking.

Improving the quality of roads and public spaces is a reoccurring policy in cycling strategies as it encourages more people to cycle more often.

Key messages, requirements and objectives

The key message of the document is that urban design and road layouts which segregate vehicular traffic from pedestrians, create places that do not promote pedestrian activity, reduce cycling and are more likely to lead to road accidents.

Areas and routes which promote 'shared space' improve accessibility and provide a space which can be confidently used by cyclists and pedestrians.

Examples of the use of shared spaces can be found at:

http://www.shared-space.org/

Opportunities

To investigate the possibility of introducing the concepts of shared space at suitable locations throughout the Borough.

Issues and constraints

Significant investment needed;
Requires a change in mindset both with Council and with the public.

How could the Local Development Framework respond?

As discussed above.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
	Landscape, Townscape and Buildings

Table B4.9	
Title	**Encouraging Walking: Advice to Local Authorities**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	March 2000

Why is it relevant to the Local Development Framework?

Walking is a sustainable form of transport which has many positive benefits for the environment and personal health. Some of the main benefits include:

We want to make it as pleasant, safe and convenient as possible to walk. Improving conditions for walking can bring a range of benefits to our everyday lives, to our health, safety, access to services and even our sense of community.

Three in ten households do not have a car. Making it easier, safer and more convenient for people to walk is fundamental to improving access to jobs, schools, health care and other services with the economic and personal benefits that this brings to the whole community.

We want to revitalise our communities. With a better environment for walking, residential areas will be safer, better places for all of us. There will be more room for children to play safely and the pavement can become a place to meet as well as a place to walk. Likewise, town centres and shopping areas can become more attractive places.

Walking more can help improve personal health and fitness, which in turn can benefit business by reducing sickness absence and health care costs. Over half the population is overweight.

Key messages, requirements and objectives

 Planning and Partnership

1. Land Use Planning

Walking cannot be considered in isolation from public transport, cycling or private motoring, or from wider land use planning. When planning new developments, the aim should be to provide a mix of uses that have easy access to each other. This can help to reduce the number of people who have to travel by car and can also increase the passenger base for public transportation.

2. Partnership

Need to create partnerships at all levels to help communities put theory into practice. This can include – school travel plans; work travel plans; health improvement programmes and the promotion of walking for pleasure.

3. Practical Actions

The potential for practical solutions falls into two main areas of strategic planning and tactical action. It is noted that strategically, we should aim to:

- Make sure it is easy to walk from residential areas to shops and other services;
- Improve conditions for pedestrians by reducing the dominance of motor traffic and giving pedestrians sufficient road space;
- Provide clear, connected networks of walking routes;
- Reassess how urban centres are designed managed and used;
- Improve road safety – traffic management;
- Tackle crime and the fear of crime;
- Separate walking and cycling routes or have better designed shared use schemes;

The tactical actions include:

- Maintaining pavements better;
- Installing adequate lighting;
- Clearing up litter and dog mess;
- Removing obstructions;
- Tackle illegal cycling;
- Widening pavements;
- Providing clear signs;
- Crossings where people want them;

- Make crossing wider to keep traffic further away;
- Reducing waiting times at signal controlled junction.

Practical Actions in greater depth include:
Reallocating road space – Over last 50 years most planning decisions relating to transport network based on improving conditions for car travel. Much can be done to make streets easier, safer and more pleasant places to walk by reallocating road space or capacity away from motor transport which could mean:
- Wider pavements;
- Pedestrianisation schemes or areas where vehicle access is restricted;
- Providing separate and improved facilities for pedestrians and cyclists;
- Measures to reduce the impact of traffic on pedestrians – traffic calming and reduced speeds.

Opportunities
Integrate the policies and recommendations of the document into the revised Wigan Borough Walking Strategy. The Local Development Framework should also promote the policies such as mixed use areas, walking to school and work and creating areas which are more pedestrian friendly and which consider the needs of the pedestrian over the motorist.

Issues and constraints

How could the Local Development Framework respond?
See opportunities section.

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)

Table B4.10	
Title	**Walking – Personal Travel Fact sheet**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Advisory
Date produced	January 2007
Why is it relevant to the Local Development Framework?	

The fact sheet provides up-to-date statistics on levels of walking, who is walking, why they walk and their perceptions and attitudes.
These statistics can be used to inform the policies of the Local Development Framework and associated documents.

Key messages, requirements and objectives

The fact sheet summarises findings on levels of cycling and public attitudes to cycling. The results cover Great Britain and are based on data from the National Travel Survey.

Levels of Walking:
Walking is an important form of transport, particularly for short trips, but the number of walking trips people make has been declining in recent years.

- Walking accounts for nearly a quarter (23%) of all trips and 3% of total distance travelled, with the average GB resident making 245 walk trips per year and travelling a distance of 197 miles on foot.
- In addition to the 245 trips per year mainly made on foot, the average person walks 67 further stages (parts of other trips which are mainly by another mode of transport).
- Between 1995/1997 and 2005 the average number of walk trips per person fell by 16%, from 292 to 245 per year.

Who Walks the Most:
- On average females make 15% more walking trips than males, making 261walk trips per year compared with 228 for males.
- This pattern holds true for all age groups between 21 and 59.
- Although females make more walk trips there is less difference in the average total distance walked between males and females (192 and 201 miles per year respectively).
- People living in households without a car make more trips per year on average than those with a car.
- More people living in households with lower levels of income make, on average, more walk trips and travel further on foot than those in higher income households.

Why do People Walk:
- The three main reasons for making a walk trip are shopping (21% of walk trips), education (including escort education) 20%, and leisure or social purposes 20%. In addition, 17% of walk trips are 'just to walk' (to walk the dog, for example).

Walking to School and Work:

- Approximately half (49%) of trips to/from school by primary school children (aged 5-10) are on foot compared with 44% of school trips by secondary school children (aged 11-16).
- For trips of under a mile, 80% of trips by primary school children are on foot and 92% of those by secondary school children.

Walks of 20 Minutes or more

- 36% of people say they walk 20 minutes or more at least 3 times a week, and a further 21% do

so once or twice a week.

Attitudes to Walking:

People generally have a positive view of walking.

- 95% of adults agree that walking is a good way to stay healthy and 82% agree it is a good way to loose weight.

- 72% feel safe walking on their local streets.

- 55% of people in deprived areas say they feel safe walking in their local neighbourhood. This compares to 79% in the least deprived areas.

Potential for Increasing Walking:

The document notes that there is support for measures to promote walking and scope to increase walking by reducing the proportion of short trips currently made by car.

- 97% of adults agree that everyone should be encouraged to walk to help their health and the environment.

- Many households are within reasonable walking distance of local shops and facilities. In 2004, 81% of households were within a 13 minute walk of their nearest food store.

- 21% of trips under a mile in length are currently made by car, suggesting there is considerable potential to increase walking.

- 37% of the survey respondents agree that 'many of the short journeys I now make by car I could just as easily walk'.

- 37% also say they would reduce car use if there were safer walking routes, whilst 30% say they would do so if the pavements were better.

Priority Measures for Walkers:

There is public support for taking measures to improve conditions for pedestrians.
- 73% of adults agree that 'pedestrians should be given more priority'

Opportunities
Make significant increases in the number of people walking by specifically encouraging those groups with low levels of use.

Issues and constraints
Of particular importance is the need to promote walking to: • Those in lower income households. • Increase the number of commuting and school trips made by cycle. The surveys reveal that improved pedestrian routes and facilities would increase walking.

How could the Local Development Framework respond?
To ensure that the points raised above are fully integrated into the Local Development Framework.

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides contextual / background information.

Cross references (General)	**Cross references (Topic Reviews)**

Table B4.11	
Title	**Cycling – Personal Travel Fact sheet**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Advisory
Date produced	January 2007
Why is it relevant to the Local Development Framework?	

The fact sheet provides up-to-date statistics on levels of cycling, who is cycling, why they cycle and their perceptions and attitudes.

These statistics can be used to inform the policies of the Local Development Framework and associated documents.

Key messages, requirements and objectives

The fact sheet summarises findings on levels of cycling and public attitudes to cycling. The results cover Great Britain and are based on data from the National Travel Survey.

Levels of Cycling:
Cycling accounts for a small proportion of trips and has been declining in recent years.

- Cycling accounts for 1% of all trips and 2% of trips less than 2 miles;
- The average resident makes 14 cycle trips per year and travels a distance of 36 miles;
- The average length of a cycle trip is 2.4 miles;
- The average number of trips by bicycle fell by just over a fifth (22%) between 1995/97 and 2005, from 18 to 14 trips per person per year;
- Over the same period, the average distance travelled by bicycle fell by 16%, from 43 to 36 miles per person per year.

Who Cycles the Most:
- Across all age groups males make more cycle trips on average than females. This difference is greatest among people aged 17-20, with men in this age group making more than five times as many cycling trips as women.

- People living in households with lower levels of income make, on average, fewer bicycle trips and travel shorter distances by bicycle than those in higher income households. On average people in the highest income quintile cycle 49 miles per person per year compared with 29 miles among people in the lowest income quintile.

Why do People Cycle:
- The main reasons for making a cycling trip are leisure or social purposes (38% of cycling trips) and commuting (30% of cycling trips).

- However, overall only 3% of commuting trips are made mainly by bicycle.

- 2% of trips to and from school by secondary school children (aged 11-16) and 1% by primary school children (aged 5-10) are by bicycle.

Attitudes to Cycling:
People generally have a positive view of cycling although many are deterred by safety concerns.

- The majority of adults agree that everyone should be encouraged to cycle to help their health (87%), help the environment (79%) and to ease congestion (73%) (Omnibus).

- However, many adults are concerned about the safety of cycling. Almost half (47%) strongly agree that *'the idea of cycling on busy roads frightens me'*, with a further 27% tending to agree with this. Women are more likely to express concerns about safety (85%) than men (61%)

(Omnibus).

Potential for Increasing Cycling:

Many people have access to a bicycle and many trips currently made by car are within reasonable cycling distance.

- 43% of people aged 5 and over own a bicycle and a further 1% have use of a bicycle. Bicycle ownership is much higher among children than adults.

- Over two thirds (68%) of all trips and over half (58%) of car trips are under 5 miles, approximately a half hour cycle ride.

- 37% of adults agree that '*Many of the short journeys I now make by car I could just as easily cycle, if I had a bike'* (BSAS).

- Around 3 in 10 car users say they would reduce their car use '*if there were more cycle tracks away from roads* ' (31%), *'if there were more cycle lanes on roads'* (27%) or '*better parking facilities for cycles'* (30%) (Omnibus).

- Around a quarter of car users say they would cycle more *'if congestion charging was introduced*' (26%), *'if it was more expensive to park'* (23%) and *'if it was difficult to park [a car]'* (26%)*.

- Car users who already cycle frequently are more likely to agree such measures would reduce their car use.

Priority Measures for Cyclists:

There is public support for taking measures to improve conditions for cyclists.

- Just over two-thirds (68%) of respondents agree that 'cyclists should be given more priority', while only 11% felt that 'cycle lanes on roads simply reduce speed'.

Opportunities
Make significant increases in the number of people cycling by specifically encouraging those groups with low levels of use.

Issues and constraints
Of particular importance is the need to promote cycling to: - Females and those in lower income households. - Increase the number of commuting and school trips made by cycle. The surveys reveal that improved cycling facilities would encourage more people to cycle more often.

How could the Local Development Framework respond?
To ensure that the points raised above are fully integrated into the Local Development Framework.

Implications for the sustainability appraisal
Not a key document for broad appraisal. However, provides contextual information that may be useful for establishing the baseline position.

Cross references (General)	Cross references (Topic Reviews)

Table B4.12	
Title	**A Sustainable Future for Cycling**
Proponent body	Department for Transport / Cycle England
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	January 2008

Why is it relevant to the Local Development Framework?

Cycling has a major role to play in any sustainable transport strategy. It helps tackle congestion and local air pollution, as well as the emissions that cause climate change. 23% of car trips are less than 2 miles, a distance that is easily cycled in less than 15 minutes. If people choose to make some of those trips by bike, we could have a considerable impact on local congestion and pollution. All these targets are important in Wigan too.

Key messages, requirements and objectives

Sets out results of Cycle Demonstration Towns, Links to Schools program and Sustainable Travel Towns initiative.

Cycling is good for people and the environment, especially for short trips of under 2 miles. Also helps meet government targets in employment, congestion, health improvement, safety, climate change, air quality and emissions.

Opportunities

National increase of £110 million in Cycling England's budget over the next three years - meaning a total of £140 million will be available for cycling and we must benefit from this locally. Cross references to tackling obesity agenda.

Investment to cover cycle training, infrastructure provision (especially off-road) and parking. High benefit to cost ratio secured for investment.

Cycling can provide a far more reliable journey time. Safety issues are sometimes misconceived and if more people were cycling it would be higher profile. Focusing on journey type such as travel to school or work can increase participation levels.

Issues and constraints

Wigan starts from a very low base in participation in cycling so early gains high but it might be difficult to sustain these.

How could the Local Development Framework respond?

Cycling will play a significant part in the plan nad appropriate references will be made to it. Appropriate cross references in the Local Area Agreement too.

Implications for the sustainability appraisal

Not a key document for broad appraisal. However, provides contextual information that may be useful for establishing the baseline position.

Cross references (General)	**Cross Reference (Topic Reviews)**
Department of Health obesity agenda	Health and Recreation
Manual for Streets	

Table B4.13	
Title	**Cycling in New Developments**
Proponent body	Cambridge Cycling Campaign
Status (e.g. statutory, non-statutory)	Advisory
Date produced	April 2008

Why is it relevant to the Local Development Framework?

Summarises views on the best way to provide for cycling in new developments and sets out how a high-quality cycling network can result in high levels of cycling and walking.

Key messages, requirements and objectives

Good practice examples from an area already achieving high levels of participation in cycling. Developers need to make space for cyclists, preferably on the road (2m wide designated area) not on the pavement. This must be uninterrupted by poles and constant give ways. Good cycle parking at destinations is also required.

Principles result in the following hierarchy of solutions, highest priority first:
1. **Reducing the amount of traffic**: because less traffic automatically improves the pleasantness, safety and ease of walking and cycling; key here is to minimise the need to travel through land-use integration, e.g. by locating facilities and ideally workplaces reasonably near to the housing;
2 **Reducing traffic speeds**: because faster vehicles create danger and an unpleasant environment
3. Employ techniques to **make the general road environment safer**: because for most journeys, cyclists will still be on roads: having cycle tracks everywhere just isn't practical or desirable
4. **On-road cycle lanes of good width** (at least 2m wide, as recommended in government guidance): because that gives both experienced and new cyclists enough space to ride confidently. Also consider additional **off-road shortcuts** between areas specifically for people cycling and walking – to make cycling the quickest way of getting about or for leisure use.

Opportunities

As much new development is planned the principles of good design for cycling can be incorporated from the outset. People are less likely to cycle illegally if proper logical provision is made for them. Cyclists should be exempted from one way streets. It also gives examples of complementary measures that could be included in Section 106 agreements for new housing.

Issues and constraints

Most British cycling infrastructure is poor quality, because it is not designed with cyclists' actual needs in mind.

How could the Local Development Framework respond?

Encourage traditional interconnected street layouts rather than cul de sacs and winding roads. Encourage layouts that minimise the need for travel.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**
Manual for Streets	

Table B5.1	
Title	**Congestion on the Strategic Road Network**
Proponent body	Transport Statistics
Status (e.g. statutory, non-statutory)	
Date produced	May 2007
Why is it relevant to the Local Development Framework?	

This technical paper explains the target for the Strategic Road Network and presents the baseline result against which the Department for Transport will measure its progress towards Public Service Agreement 1 at the end of the target period (2007-08).

Key messages, requirements and objectives

Unreliable journey times can cause significant frustration for road users, making it hard to plan a journey. Unexpectedly slow journeys make people late. This is why the Department has set a target to improve journey time reliability by 2007-08.

Gives performance of M6 in our area (traffic level very high) and sets against national picture (page 30 of document). Gives details of delays at different times of day and days of week.

Opportunities

Issues and constraints

The M6 is congested around Wigan!

How could the Local Development Framework respond?

Allocations and Infrastructure DPD needs to take account of congestion in our borough and adjoining boroughs and the impact of development on congestion.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information which may be useful for appraising more specific policies, plans and projects.

Cross references (General)	**Cross references (Topic Reviews)**

Table B5.2	
Title	**Circular 2/07: Planning and the Strategic Road Network**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	March 2007

Why is it relevant to the Local Development Framework?

This circular explains how the Highways Agency (the Agency), on behalf of the Secretary of State for Transport, will participate in all stages of the planning process with Government Offices, regional and local planning authorities, local highway/transport authorities, public transport providers and developers to ensure national and regional aims and objectives can be aligned and met.

Key messages, requirements and objectives

- sets out how the Highways Agency will take part in the development of Regional Spatial Strategies and Local Development Frameworks from the earliest stages;
- encourages the Agency and Regional Planning Bodies and Local Planning Authorities to work together to ensure effective participation in the preparation of regional and local sustainable development policy;
- sets out how the Agency will deal with planning applications.

Opportunities

The efficient movement of people and goods on the strategic road network has a key part to play in supporting the economy. The Agency, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient strategic road network in England. Amongst its activities, the Agency is responsible for considering the potential impact on the network of proposals for new developments. Part of this remit is to enable the network to support the economic viability and sustainable growth of regions.

Local planning authorities will need to ensure that, where appropriate, travel demand management measures such as travel plans, public transport initiatives and parking restraint are secured by planning conditions or planning obligations. Local planning authorities are encouraged to liaise with the Agency as to the content of planning obligations.

Issues and constraints

In many locations there are constraints on what the environment and society can tolerate in terms of the infrastructure requirements to cater for traffic growth, as well as the environmental impact of that traffic. This applies to the traffic generated by developments as well as general traffic growth.
The ability of road links and junctions to deal with traffic flow also imposes constraints.

Transport Assessments required for significant developments.

How could the Local Development Framework respond?

Spatial planning has a key role to play in delivering government policies. The Agency will engage proactively with local planning authorities, local highway/transport authorities, public transport providers and developers to help achieve Government aims and objectives. The successful delivery of growth and regeneration objectives in any development plan relies on the provision of infrastructure to ensure the foundations for successful developments. This provision needs to be planned on the basis of informed knowledge of what is likely to be practicable and affordable. This means that infrastructure providers, including the Agency, need to be involved in developing the plans that their infrastructure will support.
The Local Development Framework should describe in greater detail the spatial options in the locality covered by the Development Plan. The Local Development Documents give greater certainty to developers over the nature and location of opportunities. Developers can expect that proposals made in accordance with the Development Plan will, in most cases, be granted approval, unless material considerations indicate otherwise. We need to involve the Highways Agency at the earliest opportunity.

Implications for the sustainability appraisal	
Not a key document for broad appraisal. Provides background information.	

Cross references (General)	Cross references (Topic Reviews)
Regional Spatial Strategy, PPS12, Transport Assessments, Travel Plans	National and Regional Planning Policy

Table B5.3	
Title	**Parking Forum Position Paper 7 "Parking and its role in workplace and school travel planning.**
Proponent body	The Parking Forum
Status (e.g. statutory, non-statutory)	Non-statutory (position statement)
Date produced	January 2005

Why is it relevant to the Local Development Framework?

The Parking Forum membership is drawn from a number of organisations with a special interest in parking provision and policy. It is initiative of the British Parking Association which is the recognised authority within the parking industry that promotes and influences the best interests of the parking and traffic management sectors throughout the UK and Europe. Their membership comes from both the public and private sectors. It provides a clear outline as to the role parking plays and suggests ways for employers to encourage effective management whilst promoting modal shift. It also realises the role that parking at other facilities (such as public transport hubs) can. It also seeks to balance the various strands of sustainability (social, economic and environmental) in relation to parking through ensuring particular circumstances are taken into account.

Key messages, requirements and objectives

The document also lays out the role cycling can play in Travel Plans and highlights the need for cycle parking. It shows that car parking management plays a useful contribution to demand for travel and mode used.

Opportunities

- Role that Travel Plans can play in reducing congestion and reliance on single-occupancy vehicles.
- Highlights best practice with regards to car parking and suggests effective proactive car parking management.
- Better parking management at developments can help with overall traffic management of an area.

Issues and constraints

- Lack of support for parking restraint measures
- Effects that parking restraint measures can have of the local community in relation to displaced parking

How could the Local Development Framework respond?

- The Travel Plans Supplementary Planning Document must be carried forward into the Local Development Framework to help with the management of car parking in developments
- Be aware that the provision of car parking can encourage car use especially at transport nodes

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Travel Plans Supplementary Planning Document Car Parking Strategy	Economy and Employment

Table B5.4	
Title	**Residential Car Parking Research**
Proponent body	Department for Communities and Local Government
Status (e.g. statutory, non-statutory)	
Date produced	May 2007
Why is it relevant to the Local Development Framework?	

This research considers expected levels of car ownership and the factors which have a significant influence on car ownership and car parking demand.

Key messages, requirements and objectives

Census main source of car ownership data.

Factors include:

- Dwelling size, type and tenure;
- Dwelling location;
- Availability of allocated and unallocated parking spaces;
- Availability of on-and off-street parking;
- Availability of visitor parking; and
- Availability of garage parking.

Opportunities

In terms of location, we may wish to consider the effect on car ownership of the availability of local services that can be reached on foot and by cycle and access to public transport.
The availability of public car parking spaces should also be considered. In areas where all on-street parking is controlled by Controlled Parking Zones, it may be acceptable to provide parking below normal levels of demand.
Includes worked examples of how to calculate parking spaces and the difference between allocated and unallocated spaces calculations and whether demand for visitor parking needs to be taken into consideration.
Also gives average car ownership per dwelling type and methods of calculating parking demand.

Issues and constraints

Number of rooms rather than number of bedrooms should be used as proxy for dwelling size especially in flat developments as, other than kitchen rooms can be put to any use. Tenure also important.

The allocation of spaces to individual dwellings can have an adverse impact upon the efficiency of car parking provision.

How could the Local Development Framework respond?

Potential to manage car use through appropriate policies and use of travel plans for residential areas.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
	Housing

Table B5.5	
Title	**Solving Congestion**
Proponent body	PB Goodwin, inaugural lecture for the professorship of transport policy University College
Status (e.g. statutory, non-statutory)	
Date produced	October 1997

Why is it relevant to the Local Development Framework?

Offers historical support for road pricing and insights into why our roads are congested.

Key messages, requirements and objectives

If everybody travelled by the slow method of transport, bus, they might all travel faster than if they all travelled by the fast method, cars.

The speed-flow curve shows that the more traffic uses a road., the slower it goes, the effect becoming more and more severe as the traffic flow approaches the maximum capacity of the network, until finally overload is so extreme that all vehicles are unable to move. We may define congestion as the impedance vehicles impose on each other due to this relationship. It helps us to understand, that the underlying cause of congestion is not road works or taxis or accidents: it is trying to operate with traffic flows too close to the capacity of the network, when any of these transient incidents will have a disproportionate effect. The benefit can only be delivered by intervention, either in the allocation of road space bus lanes and so on or by pricing.

Introduces concept of asymmetric churn, a smaller proportion of people than you make think make the same journey at the same time every day. Propensity for two car household to become a one car household much greater than for a one car household to become a no car household.

Opportunities

The ubiquitous comment has *been 'the traffic has disappeared and we don't know where it has gone to'*. We need to understand exactly what is going on in such cases. Repetitive patterns exist, and they dominate our perceptions of our own lives, and our interpretation of other people's. Such a view is reinforced when we see roughly the same traffic conditions at roughly the same time, day after day.

If we are in conditions where congestion is itself wasting economic resources, traffic restraint - clever traffic restraint - is good for the economy, not bad for it.

Issues and constraints

People change their behaviour in favourable and unfavourable ways. Maintaining existing public transport users depends on retaining of people whose lives are stable and gaining new users depends on attracting people whose lives are changing.

Different stages of behavioural change - pre-contemplation, contemplation, preparation, action and maintenance. Other than major life events, people need other stimuli to change travel habits.

How could the Local Development Framework respond?

Measure congestion in intensity, in duration and in geographical spread. Support road pricing where it leads to economic advantage

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Road pricing	

Table B5.6	
Title	**A New Deal for Trunk Roads in England: Understanding the New Approach**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Advisory
Date produced	February 2007
Why is it relevant to the Local Development Framework?	

Reports on the Government's strategic review of the roads programme against criteria of accessibility, safety, economy, environment and integration.

Key messages, requirements and objectives

Affects most motorways. M6 and M58 in Wigan. M61 close by.

Opportunities

Highways Agency as a network operator charged with giving:

- a higher priority to better maintenance and making better use of existing roads; and

- greater emphasis to environmental and safety objectives.

Needs to form part of an integrated transport strategy with better driver information and safety to support the needs of the economy.

Issues and constraints

Backlog of maintenance and safety issues on Trunk Roads.

How could the Local Development Framework respond?

Needs to consult at early opportunity with Highways Agency regarding impacts of development proposals on Trunk Roads.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
A New Deal for Transport: Better for Everyone	Economy and Employment

Table B5.7	
Title	**Guidance on agreements with the Secretary of State under section 278 of the Highways Act 1980**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Statutory
Date produced	February 2007
Why is it relevant to the Local Development Framework?	

These agreements provide a financial mechanism for ensuring delivery of mitigation works identified and determined as necessary for planning permission to be granted. This guidance gives advice on the application of the Section 278 process and the steps which will need to be taken by the developer and others, when such an agreement is contemplated.

Key messages, requirements and objectives

Wherever possible the Highways Agency will seek to implement measures that manage the demand and impact on the strategic road network created by proposed developments, before improvement works are considered. In the first instance, any improvement works will be geared to managing the impact of additional road users and maximising the use of available road capacity (i.e. traffic control measures). The use of improvement works to create additional road space will only be considered after other options have been implemented, and then only in exceptional circumstances.

Opportunities

Every opportunity to secure Section 278 money for highways improvements to ease congestion and provide public transport improvements must be taken.

Issues and constraints

Must demonstrate that works meet policy A1U of Unitary Development Plan, especially clause (e) *"be demonstrably the best option or range of options to meet the policy objectives following the conclusion of a rigorous assessment of alternative options"*.

How could the Local Development Framework respond?

Every opportunity to secure Section 278 money for highways improvements to ease congestion and provide public transport improvements must be taken, whilst being related to the sustainable development objectives of the Framework.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Unitary Development Plan	

Table B5.8	
Title	**Road Traffic Statistics for Local Authorities: 1995-2006**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	October 2007
Why is it relevant to the Local Development Framework?	
These tables have been compiled to provide estimates of total motor vehicle traffic for each local authority in Great Britain. They show, by Government Office region, Scotland and Wales, annual million vehicle kilometers from 1995 to 2006.	
Key messages, requirements and objectives	
Gives general context.	
Opportunities	
Used to inform transport modelling work.	
Issues and constraints	
How could the Local Development Framework respond?	
Transport modelling will inform Local Development Framework.	
Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**

Table B5.9	
Title	**Roads – Delivering Choice and Reliability**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	July 2008

Why is it relevant to the Local Development Framework?

This command paper sets out a clear strategy for getting the best out of our roads in the coming years so people have the reliable journeys they want.

Key messages, requirements and objectives

Promotes and informs the debate about how we might best deliver the road capacity that will support the trips people and businesses need to make, in the most sustainable, reliable way.

Congestion can impact bus, cycle and waling journeys as well as car and the road network needs to be safe and reliable. Our economic success depends on a reliable road network. It examines what options we have to manage our roads today and getting the most out of existing road capacity given the opportunities to build roads will be very limited.

Opportunities

Acceptance that some expansion of the road network will be required in certain locations.

Managing capacity and traffic flow can have a positive effect on reducing emissions.

Methods discussed include lowering speed limits, road pricing, managing parking, enforcement, travel choices, journey to school within cities. Road pricing, high occupancy lanes or tolled lanes, active traffic management, hard shoulder driving and junction improvements for motorways to ensure it is utilised as fully as possible.

Congestion on motorways and in big cities most urgent priorities when traffic exceeds the design capacity of the road or when an incident disrupts flow.

Measuring performance of current road system crucial.

Issues and constraints

Oil price rises, emissions from road based transport and climate change are all related issues. Lower emissions targets for vehicles part of the solution. Need to balance needs of drivers with rights of walkers and cyclists to a safe and clean environment and tension between congestion and economic growth.
Need to engage people in debating choices such as car sharing, public transport, walking and cycling. Reprioritisation of road space to help deliver a reliable pattern of public transport and encourage walking and cycling for shorter trips.

How could the Local Development Framework respond?

Transport modelling must be sensitive to local conditions to identify problems accurately. Wigan is already implementing most of the measures outlined and this needs to continue in a co-ordinated way making best use of Transport Innovation Fund money where possible.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**
Local Transport Plan, Multi Area Agreement, Manual for Streets, Local Transport Bill, Putting Passengers First, Delivering a Sustainable Railway	

Table B5.10	
Title	**Changing Lanes: Evolving roles in road safety**
Proponent body	Audit Commission
Status (e.g. statutory, non-statutory)	Local Government National Report
Date produced	February 2007

Why is it relevant to the Local Development Framework?

Road safety is always an area that needs improvement. Motorcyclists and young drivers are disproportionately at risk, as are child pedestrians, especially in deprived areas. Anti-social driving and speeding vehicles are key quality of life issues that also have a road safety dimension. It is a complex challenge that requires a multi-agency approach.

Key messages, requirements and objectives

Road safety should be considered a key quality of life issue. Although Britain has a low level of death and injury compared to the rest of Europe, there are still many areas for improvement. This report is intended to help local agencies work more effectively to reduce the number of deaths and injuries on our roads.

Gives recommendations for local authorities, police, crime and disorder reduction partnerships, the NHS, primary care trusts, other public bodies such as the Highways Agency, schools and colleges, Sure Start, community organisations and housing agencies, employers and the role of central government in supporting initiatives and examples of case studies and good practice.

Opportunities

- Casualties have been reducing for many reasons, including better vehicle design, improved emergency medical treatment, seat belt wearing, enforcement of drinking and driving laws and well-planned road engineering.
- Many local agencies engage in road safety work, and they have more impact when their efforts are well coordinated. The Local Government White Paper describes a place shaping role for local authorities, in which they take a lead in coordinating local activities.
- The most effective approach is to achieve a balance across the three Es of road safety: **engineering; education, training and publicity (ETP)**; and **enforcement**.
- Local activities can helpfully reinforce national publicity campaigns.

Issues and constraints

- Building on the success of the past will be difficult because it means persuading road users to behave more safely.
- Returns from engineering are diminishing, because many accident black spots and dangerous stretches of road have been improved.
- Human behaviour contributes to almost all accidents; road conditions and vehicle defects are involved in fewer than 20 per cent.
- People often hold mutually contradictory attitudes to road safety, which are different when they are driving, riding or walking, or if they live near a road.

How could the Local Development Framework respond?

Partnership working in this area is key to success. Data sharing and evaluation between key stakeholders must be co-ordinated in order to develop efficient and effective solutions.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**
	Communities

Table B6.1	
Title	**GB Freight Report 2006**
Proponent body	MDS Transmodal Local and Global Transport and Logistics Research
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	2006

Why is it relevant to the Local Development Framework?

The *GB Freight Report 2006* is a handbook for freight issues in Great Britain, containing data at regional and GB levels and by broad commodity type. The report also provides commentary on GB freight transport policy. It concludes with a forecast for domestic and international freight movements for 2015.

Key messages, requirements and objectives

- Provides freight data and insights into GB freight industry for transport planners
- Used by Department for Transport for freight modelling
- RSS will provide strategic steer on development of land use planning for distribution activity

Opportunities

- New rail freight operators will challenge the existing 4 operators

Issues and constraints

- Government moves towards road pricing will impact heavily on freight distribution
- Movement of freight essential to functioning of modern economy but impacts on environment, congestion and localities.

How could the Local Development Framework respond?

- Respond to pressures from developments outside impacting on Wigan.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
	Economy and Employment
	Retail and Centres

Table B6.2	
Title	**Focus on Freight**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Advisory
Date produced	December 2006
Why is it relevant to the Local Development Framework?	
Focus on Freight presents an overview and analysis of trends (in most cases) over the ten years to 2005, with a longer perspective for some series where this is helpful.	
Key messages, requirements and objectives	

The economy continues to be less freight intensive. Apart from a brief period in the late 1970s, freight transport has grown more slowly than Gross Domestic Product.

The movement of goods is dominated by road transport. In 2005, road accounted for 64 per cent of tonnes moved and 82 per cent of tonnes lifted in Great Britain.

Rail has increased its share of goods moved in recent years, and is still the major mode for the movement of coal and coke. Water continues to dominate the movement of petroleum products.

The stock of heavy goods vehicles increased by 6 per cent between 1995 and 2005, with a further shift to articulated vehicles.

According to the Labour Force Survey, there are just over 300 thousand heavy goods vehicle drivers in Great Britain.

French and Dutch lorries account for the majority of cabotage carried out in the UK. The UK cabotage penetration rate is 0.4 per cent.

Sea continues to be the dominant mode for UK international trade. Freight traffic through the Channel Tunnel has expanded rapidly since it opened in May 1994, although with some leveling off in recent years. Although increasing by 40 per cent since 1995, the volume of freight handled at UK airports is relatively small. It does however have a high value.

The number of goods vehicles traveling between the UK and mainland Europe has more than doubled since 1995. Most of this increase is due to foreign registered vehicles.

Heavy goods vehicles consume about one sixth of all tonnes of oil equivalent consumed by transport.

CO_2 emissions of both heavy goods vehicles and vans have been growing: over the period 1994 to 2004 by 19 per cent and 24 per cent respectively.

While still a problem, the number of deaths in accidents involving heavy goods vehicles fell from 597 in 1995 to 486 in 2005 despite increasing traffic. Over the same period the number of people killed or seriously injured in these accidents fell by 37 per cent.

Speeding also continues to be a problem, particularly in urban areas with a 30 mph limit, and on non-urban single carriageway roads.

Taken over the whole 24 hour period, on average goods vehicles typically spend around 20 to 40 per cent of their time running on the road and around 20 to 50 per cent idle (empty and stationary).

According to the experimental Corporate Services Price Index produced by the Office for National Statistics road freight transport prices rose by a third between 1996 and 2005, whilst rail prices, after falling, had nearly returned to their 1995 level by 2005, and prices for moving freight by sea and coastal services have been falling.

Opportunities

Issues and constraints

How could the Local Development Framework respond?
Be aware of the role of freight movements on the boroughs highways and linkages to potential sites (Omega and Parkside).

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**

Table B6.3	
Title	**Freight Route Utilisation Strategy**
Proponent body	Network Rail
Status (e.g. statutory, non-statutory)	Advisory
Date produced	March 2007

Why is it relevant to the Local Development Framework?

In many parts of Britain, economic growth is leading to increasing demands on the rail network. Development of rail capacity to meet the growing demand is a central element of the Government's transport policy. The Freight Route Utilisation Strategy presents a view of the freight growth that could reasonably be expected to occur on the network by 2015 and considers the key issues that arise when addressing what would be required to accommodate that growth. Freight movement is assessed on a national basis.

Key messages, requirements and objectives

A 30 per cent growth in freight tonnes lifted is forecast over the study period (the 10 years to 2014/15) which equates to an additional 120 trains per day compared to the base year of 2004/05. Affects West Coast Main Line and access to Southampton.
Provides breakdown of goods moved nationally. Stafford – Crewe identified as freight hotspot for intermodal traffic.

Opportunities

December 2008 timetable changes seek to incorporate freight users existing needs in short term. In medium term (2009-2014) Electric haulage of some new freight traffic between Crewe/Warrington and Carlisle/Glasgow (over Shap) to enable a third Up path in most daytime hours and diversion of some Up Class 6 services via the Settle and Carlisle and Hellifield – Clitheroe – Farington Junction (away from Shap). Main proposals likely to impact here.

Issues and constraints

Freight movements can impact on passenger services especially when line capacity is restricted. This tends to occur at certain pinch points.

Movement of freight onto rail must not be to the detriment of local road network.

Freight movements require more booked paths in timetable than are often used, especially for single bulk products (coal, metals, construction etc.) Even more problematic for congested routes. Intermodal services however rarely cancelled, train just operates with below capacity load.

Need to secure W10 gauge clearance Southampton West Coast Main Line.

Capacity gap identified at Manchester Piccadilly.

How could the Local Development Framework respond?

Need to be aware of the impact of freight movements on the rail network generally especially with the possible impact of Parkside.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Transport Innovation Fund	

Table B7.1	
Title	**The Future of Air Transport - White Paper and the Civil Aviation Bill**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	December 2003 / June 2005

Why is it relevant to the Local Development Framework?

The White Paper sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the wider context of the air transport sector. It sets out a policy framework against which the relevant public bodies, airport operators and airlines can plan ahead, and which will guide decisions on future planning applications.

Key messages, requirements and objectives

Benefits of air travel to people's lives and to the economy.

Wigan has direct rail links to airport which must be maintained.

Opportunities

Significant growth in Northern airports is anticipated and supported.

Issues and constraints

Rail and road capacity and congestion issues affect accessibility of the airport.

How could the Local Development Framework respond?

Must take account of access requirements to Manchester Airport.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Manchester Airport Masterplan	Economy and Employment

Table B8.1	
Title	**Waterways and Development Plans**
Proponent body	British Waterways
Status (e.g. statutory, non-statutory)	Advisory
Date produced	February 2003

Why is it relevant to the Local Development Framework?

Inland waterways are a unique asset. They form part of our environmental and cultural inheritance and contribute to the local distinctiveness of the areas through which they pass. They act as a catalyst for regeneration, stimulate leisure, recreation, tourism and can contribute towards an integrated transport system.

Key messages, requirements and objectives

This document can be used to help frame future policies should they be required. It will also be used to help British Waterways respond to any policy proposal put before them.

Opportunities

Wigan has an extensive network of canals. Their potential has probably not been utilised fully in the past. Especially important as linear off road walking and cycling routes. Plays role in creating sustainable developments.

Issues and constraints

How could the Local Development Framework respond?

Ensure the regeneration potential offered by canal side locations is exploited fully. Use to add value to schemes. Incorporate special canal-based policies where appropriate. A Supplementary Planning Document could be one way of dealing with specific issues, or possibly an area plan based on the whole corridor. Design related issues can engender a sense of locality.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General) (General)	Cross Reference (Topic Reviews)
	Landscape, Townscape and Buildings
	Open Space, Play, Sport and Recreation

Table B9.1	
Title	**The Building Regulations 2000. Approved Document M. 2004 Edition. Access to and use of buildings.**
Proponent body	Office of the Deputy Prime Minister
Status (e.g. statutory, non-statutory)	Statutory
Date produced	May 2004

Why is it relevant to the Local Development Framework?

The document is produced, approved and issued for the purpose of providing practical guidance with respect to the requirements of the Building Regulations, especially for some of the more common building situations.

The document is a national publication.

Approved documents are kept under review by the Office of the Deputy Prime Minister.

The Supplementary Planning Requirements contained within the Supplementary Planning Document on Access for All often require a design to meet the standards laid down in this document.

Key messages, requirements and objectives

The aim of the document is to foster a more inclusive approach to design to accommodate the needs of all people.

The requirement is to make reasonable provision to ensure that buildings are accessible and usable.

Opportunities

This is an established, easily available document that enables all to familiarise themselves with the standards.

Issues and constraints

How could the Local Development Framework respond?

Any changes to The Building Regulations 2000. Approved Document M. would require the core strategy, the existing Supplementary Planning Document on Access for All and any relevant future development plan documents to be reviewed and where necessary updated to incorporate as appropriate these changes.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)

Table B9.2	
Title	**BS 8300:2001 Design of Buildings and their approaches to meet the needs of disabled people- Code of practice.**
Proponent body	British Standards Institute
Status (e.g. statutory, non-statutory)	Best practice
Date produced	October 2001
Why is it relevant to the Local Development Framework?	

The Supplementary Planning Requirements contained within the Supplementary Planning Document on Access for All often require a design to meet the standards laid down in the Building Regulations 2000 Approved Document M 2004 Edition. Approved Document M draws on the recommendations of this British Standard.

This standard is a document defining best practice, established by consensus and approved by the recognised body of the British Standards Institute. It has national significance.

Key messages, requirements and objectives

It provides guidance on good practice in the design of domestic and non domestic buildings and their approaches so that they are convenient to use by disabled people. It explains how the built environment can be designed to anticipate, and overcome, restrictions that prevent disabled people making full use of premises and their surroundings.

Opportunities

The British Standard has an established reputation and is used to support and complement legislation. It sets out clear and unambiguous provisions.

Issues and constraints

The document can not be freely downloaded but must be purchased.

How could the Local Development Framework respond?

Any changes to BS 8300:2001 'Design of Buildings and their approaches to meet the needs of disabled people' would require the core strategy, the existing Supplementary Planning Document on Access for All and any relevant future development plan documents to be reviewed and where necessary updated to incorporate as appropriate these changes.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table B9.3	
Title	**Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	2002
Why is it relevant to the Local Development Framework?	

The purpose of the guidelines is to provide good access for disabled people. An integrated transport policy, which encompasses accessible public transport, public transport infrastructure and a barrier free pedestrian environment, is fundamentally important to delivering the Government's commitment to comprehensive civil rights for disabled people.

Key messages, requirements and objectives

Design for people with mobility impairments should be to the highest possible standards. Design requirements that are essential for people with a particular disability often have a much wider relevance. The guide attempts to cover both those requirements that are general in nature and those which are more specific. The guide provides recommended design requirements for all features of pedestrian and transport infrastructure with the aim of delivering the Government's commitment to comprehensive civil rights for disabled people. The guide also provides a pull-out summary of dimensions for quick and easy reference.

Opportunities

The guide makes many references to general recommendations for an accessible pedestrian environment. Design requirements for disabled people often have a positive aspect for many general users, for example parents with small children and people with temporary injuries.

Issues and constraints

This guide is now 5 years old, although many of the recommendations are still relevant, many have now been incorporated into documents such as Approved Document M (2004) of the Building Regulations (2000).

How could the Local Development Framework respond?

Core strategy and future development plan documents should refer to general recommendations as well as specific recommendations to improve access for all. A summary guide of dimensions for use when planning for access may also be useful.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)

Table B9.4	
Title	**Guidance on the use of Tactile Paving Surfaces.**
Proponent body	Department of the Environment, Transport and the Regions and The Scottish Office.
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	November 1998
Why is it relevant to the Local Development Framework?	

The document provides detailed guidance on the use of tactile paving surfaces with the aim of improving the mobility of visually impaired people. The guidance provides detailed information and illustrative diagrams showing examples of the use of tactile surfaces in practical situations. It also provides definitions of the purpose of each type of tactile paving surface to ensure these surfaces are installed in the correct places.

Key messages, requirements and objectives

The guidance has been compiled after full discussion and consultation with interested groups and it aims to provide consistency in the use of tactile paving surfaces throughout the country. The guidance also takes into account and draws attention to the varying degrees of visual impairment and how this affects mobility techniques. The layout of all pedestrian areas should be simple, logical and consistent making it easier and safer for visually impaired pedestrians to move around.

The guidance on application and dimensions of the tactile paving surfaces has been developed so it is detectable by pedestrians with visual impairments, but does not cause discomfort, form a barrier to wheelchair users or create a trip hazard. Contrasts in colour and tone should be used to accentuate the presence of certain key features enabling people with residual vision to obtain information. The loss of vision is not accompanied by an increase in the effectiveness of other senses rather they are given more emphasis by visually impaired people, for example touch.

Opportunities

Tactile paving surface guidance provides the opportunity to ensure that any new or redeveloped pedestrian routes within the borough are consistent throughout the borough, and with the rest of the country.

Issues and constraints

The success of tactile paving surfaces relies on visually impaired pedestrians understanding and recognising the different meanings assigned to the paving and being made aware of the presence of such facilities in the area. There are a limited number of tactile paving surfaces which can be reliably detected, distinguished and remembered by pedestrians with visual impairments.

How could the Local Development Framework respond?

The Local Development Framework and supplementary planning documents such as Access for All should ensure that tactile paving surfaces are applied in accordance with this guidance to ensure excellent pedestrian access for people with visual impairments.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)

Table B9.5	
Title	**Access for Disabled People**
Proponent body	Sport England
Status (e.g. statutory, non-statutory)	Design Guidance Note
Date produced	November 2002
Why is it relevant to the Local Development Framework?	

This guidance note addresses the requirement to provide people with disabilities with full access to sports facilities. The document is relevant as it contains detailed design guidance and information on the provision of accessible sports facilities. It provides guidance for newly developed sports facilities but also guidelines on adapting and improving existing sporting facilities with the aim of achieving full accessibility.

Key messages, requirements and objectives

Enabling full access does not mean inflated costs. If integrated into the design and development process, it can be achieved easily and will result in a better facility for everyone. The guidance is not about 'special' provision, but applies to every sports facility. It should be noted that:

- Providing good access does not deter from creating a facility that is imaginative, efficient, attractive and enjoyable.

- A combination of good design and good management will integrate all users and increase the independence of everyone using the facility.

When designing a sports facility it is necessary to visualise how people will use the facility as a whole, form transport links, to the initial approach, through to specific areas; for example the changing rooms, the social area and the activity area.

In summary, when considering how people with a disability will use any part of the facility it is important to ask the following questions:

- How will they *find* it?

- How will they *reach* it?

- How will they *use* it?

Opportunities

Although the guidance note is aimed specifically at making sports facilities more accessible the information, design guidance and diagrams within it could also be used in a more general context for other buildings and infrastructure.

Issues and constraints

The design guidance shows detailed diagrammatic information for specific building features such as showers and toilets which may be of more use to those designing a building rather than planning policy.

How could the Local Development Framework respond?

The Local Development Framework and development plan documents should promote development that answers the questions:

- How will people *find* it?

- How will people *reach* it?

- How will people *use* it?

Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**
	Open space, play, sport and recreation

Table B9.6	
Title	**Planning and Access for Disabled People: A good practice guide**
Proponent body	Office of the Deputy Prime Minister
Status (e.g. statutory, non-statutory)	Good Practice
Date produced	March 2003

Why is it relevant to the Local Development Framework?

The good practice guide describes how all those involved in the development process can play a part in delivering physical environments which can be used by everyone. It stems from a recommendation by the Disability Rights Task Force.

The guide sets out a number of summarised good practice points setting out the key recommendations of the document. It is designed as a guide to everyone involved in the development and planning process.

Key messages, requirements and objectives

The Government is fully committed to an inclusive society in which nobody is disadvantaged. An important part of delivering this commitment is breaking down unnecessary physical barriers and exclusions imposed on disabled people by poor design of buildings and places. Too often the needs of disabled people are considered late in the day and separately from the needs of others.

The Government wants the needs of disabled people properly considered as an integral part of the development process. The land use planning system has a key role to play in creating and sustaining mixed and inclusive communities.

The primary objective of this guide is to ensure the Town and Country Planning system in England successfully and consistently delivers inclusive environments as an integral part of the development process. An inclusive environment is one that can be used by everyone, regardless of age, gender or disability.

Opportunities

Developing an inclusive environment will have a substantial and positive effect on society as an estimated 20% of the adult population, some 11.7 million people, has a disability. According to the Institute for Employment Studies (1999) their estimated spending power is £51.3 billion.

Issues and constraints

This good practice guide is based on the old planning system and the Town and Country Planning Act 1990, although it does acknowledge that the planning system may change in the future, but that this guide will still be useful for its general principles.

How could the Local Development Framework respond?

The Local Development Framework, development plan documents and supplementary planning documents should all take into account access issues at strategic and specific levels in order to ensure future developments have considered access issues fully.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table B9.7	
Title	**Making Access to Goods and Services easier for Disabled Customers.**
Proponent body	Disability Rights Commission
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	October 2003

Why is it relevant to the Local Development Framework?

The guide is intended to help small businesses and other service providers in all sectors of the economy find ways of providing better access to goods and services for disabled customers, it is relevant to the Local Development Framework as it provides detailed principles on achieving full access to small businesses and services for people with disabilities. From October 2004 service providers may have to make 'reasonable adjustments' in relation to the physical features of their premises to overcome physical barriers to access.

Key messages, requirements and objectives

Relating to Part 3 of the Disability Discrimination Act 1995 from October 2004, service providers may have to make reasonable adjustments in relation to the physical features of their premises to overcome physical barriers to access. Making improvements to allow for disabled access will mean that service providers are increasing the number of people who can use their service and therefore increase their income.

Not all disabled people use wheelchairs, 2.75 million people have a hearing impairment and 2 million people have visual impairments.

The guide is based on the principal that, as far as possible, disabled customers should be able to obtain goods and receive services in just the same way as other customers who are not disabled.

Opportunities

Although the information is specific to small businesses and service providers the principals in the guide could be used generally to improve access for disabled people using services, and the general public.

Improved access is likely to also benefit the following people: friends and family accompanying a disabled person, customers with push chairs or carrying heavy shopping or luggage, customers with children and older members of the public who do not consider themselves disabled but still appreciate easy access.

Issues and constraints

As would be expected from a document aimed at small businesses and service providers much of the information is aimed at them, and is not relevant to planners. The opportunity to improve small business premises may be more difficult due to practicalities and cost.

There are some constraints given the fact that many small businesses and service providers operate from existing buildings, therefore it may not be possible that the treatment of all customers is the same due to the physical restrictions of the building.

How could the Local Development Framework respond?

The Local Development Framework and Core Strategy should encourage small business and service providers to improve access as much as possible to their premises when they undergo redevelopment, the premises should already have been improved in 2004 to achieve reasonable adjustments in line with the Disability Discrimination Act 1995.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)

Table B9.8	
Title	**Building Sight**
Proponent body	Royal National Institute for the Blind
Status (e.g. statutory, non-statutory)	Handbook
Date produced	1995

Why is it relevant to the Local Development Framework?

This handbook was designed to inform designers, developers and managers of buildings of the needs of visually impaired people. Understanding how people with visual impairments operate in the built environment is essential to producing a safe and inclusive environment for all. The document is intended to help those responsible for shaping the environment in which we live, particularly planners.

Key messages, requirements and objectives

The handbook is split into 2 sections; section 1 is titled Design Principles, this section introduces the underlying ethical and philosophical arguments which shape the design suggestions in the handbook. Section 2 is titled Design Practicalities and is a reference guide to the design practicalities involved in creating buildings and environments which can be a good experience for everyone, including visually impaired people.

Opportunities

The handbook provides detailed examples of good and bad practice in terms of creating inclusive access for people with visual impairments. The Royal National Institute for the Blind also has 125 years of experience with providing an advisory service to professionals and organisations, and therefore is well placed to provide guidance on access issues for people with visual impairments. Although the handbook is 12 years old much of the information is still relevant and it has influenced many consequent documents on accessibility.

Issues and constraints

There is a large proportion of detailed information on internal features of buildings and how these can be created to improve access for visually impaired people and this is of more use to interior designers and architects.

How could the Local Development Framework respond?

The Local Development Framework and Supplementary Planning Document Access for All should encourage the creation of environments that are suitable for people with visual impairments, in many cases this improves the environment for everyone and produces general aesthetic improvements.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table B9.9	
Title	**Easy Access to Historic Buildings**
Proponent body	English Heritage
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	July 2004

Why is it relevant to the Local Development Framework?

The aim of the document is to provide guidance on the challenge of allowing physical access to historical buildings. The guidelines also offer advice on developing frameworks to assess the requirements of historical buildings and their users to provide a suitable access strategy.

The guide aims to reconcile the differences between the interests of conservation and access in the light of 'reasonable adjustment' provisions detailed in Parts I, III and IV of the Disability Discrimination Act 1995.

The guide also provides a section on practical advice and examples of access improvements that have been implemented on other historic buildings

Key messages, requirements and objectives

Historic buildings are most often the hardest to alter when it comes to providing improved physical access, this does not however mean that alterations and improvements cannot take place that are appropriate and sympathetic to the architecture of the building.

Any improvements that take place must be thoroughly considered before implementation to ensure they are suitable for the building in question and do not have a detrimental visual effect.

The guidelines are aimed mostly at proposals that affect listed buildings but the principles and advice embodied on the document will be applicable to any historic building or landscape and to the historic environment as a whole.

There are 4 options outlined by the Disability Discrimination Act when considering making adjustments to physical features. They are:

1. Removal of the feature
2. Alterations to the feature
3. Providing a reasonable means of avoiding it
4. Providing the service by a reasonable alternative method

Opportunities

The document provides valuable information on the alteration of historic buildings and their surroundings to enable access for all. Much of which can be used as guidance on any existing buildings and their surroundings which do not provide access for all.

It is in the best interest of historic building operators to provide access for disabled people as the continued use of many of these buildings and their upkeep is dependent on the income gained from visitors including those with disabilities.

Issues and constraints

Due to the nature of historic buildings, conflicts may arise between the need to improve access and the need to conserve features of historical interest. In this case alternatives should be considered to ensure the features that give a historical building its character are not detrimentally affected or damaged.

How could the Local Development Framework respond?

The Local Development Framework and Core Strategy should include listed building policies that encourage improvements to be made to increase access for all. However due to the special character of historic buildings the policy must also ensure that access improvements do not have a negative effect on the special character of the building and that any improvements are fully considered before being implemented.

Implications for the sustainability appraisal	

Cross references (General)	Cross Reference (Topic Reviews)
	Landscape, townscape and buildings

Table B9.10	
Title	**By all reasonable means: Inclusive access to the outdoors for disabled people.**
Proponent body	The Countryside Agency
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	October 2005

Why is it relevant to the Local Development Framework?

The guide supplies a framework for action that will improve accessibility for disabled visitors to parks, green spaces, trails paths and the wider countryside. It is therefore an important document in terms of accessing the countryside and provides benefits for all users not just for disabled users. The guide recognises the need to provide accessible countryside use for all disabled users not just those with physical disabilities.

Key messages, requirements and objectives

The aim is to provide a realistic, practical and effective approach to access improvements, creating more access in more places for more people. The guide is based on the principle of Least Restrictive Access – an approach that aims for the highest standards possible for a particular piece of work.

It is important to understand and be aware of the physical barriers that restrict disabled visitors from visiting the countryside and the access improvements that can be achieved in order to encourage disabled visitors.

Opportunities

The under-use of green space by disabled people has been reported by various researchers. 20% of people in the UK have impairments but surveys for the Demos report, 'Park Life: Urban Parks and Social Renewal' (Greenhalgh & Warpole, 1995), indicated that the presence of people with evident impairments never amounted to more than 0.5% of all users.

In the wake of the enactment of a major new piece of disability legislation, the guide is seen as a 'live document'. It will be updated in the light of experience and statutory developments, especially those relating to the Disability Discrimination Act 2005.

It is well recognised that disabled visitors are under-represented in terms of countryside use and this guide aims to improve access for disabled visitors so that they can make more use and have more enjoyment of the countryside.

Issues and constraints

The guide acknowledges that some countryside areas and landscape types will be inaccessible to disabled users and that these areas cannot be altered to allow access due to the impact that access improvements would have on their character and special features.

How could the Local Development Framework respond?

Any future development of the boroughs Greenway Network or Regional Park proposed in the Local Development Framework or Core Strategy should make sure that these developments allow for disabled access and encourage disabled visitors to make more use of Wigan's countryside.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**
	Open space, play, sport and recreation

Table B9.11	
Title	**British Telecom Countryside For All**
Proponent body	British Telecom
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	1997
Why is it relevant to the Local Development Framework?	

This is a good practice guide to providing access to the countryside for all visitors, including people with disabilities**.** The guide provides good practice that can then be implemented in countryside areas in order to allow for improved access for disabled people. The guide is split into 3 sections; standards, guidelines and information sheets.

Some parts of the guidelines section are most useful in terms of planning, with the standards and information sheets being more useful to countryside managers.

The guide was produced by British Telecom and the Fieldfare Trust (a charity whose aim is to promote countryside access for disabled people) but it also acknowledges many other groups and organisations both for disabled people and the countryside which have provided information and ideas. The guidelines are therefore very well informed in terms of the information they provide.

Key messages, requirements and objectives

The guide is aimed at people who provide access to the countryside for visitors and for disabled people looking for better access to the countryside.

The first section titled standards is aimed at people who provide countryside services to make paths and trails more accessible.

The second section provides guidelines for improving countryside access, these guidelines include; networking, information, transport, interpretation and events management.

The third section focuses on information sheets that provide dimensions of features such as minimum path widths for different types of disabled people and other features that can be made accessible that may be found in the countryside, such as gates.

Opportunities

The document provides a large amount of information and guidelines that can have a positive influence on access to the countryside for everyone not just disabled visitors. Many types of visitors including the elderly and the very young may find accessing the countryside difficult, these guidelines will therefore help them gain access to the countryside.

Issues and constraints

The document is now 10 years old and therefore some of the information is out of date (although there are revised editions available) many of the principles however still apply. Much of the guidelines section focuses on networking between countryside service providers and disabled people.

Some of the information in the guide is irrelevant to the Local Development Framework such as guidelines for countryside event management.

How could the Local Development Framework respond?

The Local Development Framework and core strategy must ensure that their policies encourage thorough consultation between developers and disabled groups in terms of new developments in the countryside and how accessible these will be.

The document also provides guidelines on accessible transport which may influence transport strategies in the countryside.

Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**
	Open space, play, sport and recreation

Table B9.12	
Title	**Developing Accessible Play Space**
Proponent body	Office of the Deputy Prime Minister
Status (e.g. statutory, non-statutory)	Good Practice Guide
Date produced	November 2003

Why is it relevant to the Local Development Framework?

This good practice guide gives advice which can be tailored to individual settings on developing accessible and inclusive play space that all children can use.

The good practice guide provides examples of how careful attention to design can help to ensure that play spaces are inclusive, comfortable and appealing to disabled children and their families.

Inclusive play spaces can be the seedbeds from which sustainable and inclusive communities grow and therefore the good practice guide is relevant to the Local Development Framework.

Key messages, requirements and objectives

The key recommendation of the guide is that developers should concentrate on making the environment fit the child.

Everyone should have the opportunity to enjoy parks and open spaces but for many people this is not possible. This good practice guide on developing accessible play space is an important step forward in tackling this.

Envisaging accessible play spaces as places where all children can have a chance to interact and play with each other should be the starting point when thinking through what is involved in creating inclusion by design.

Opportunities

Developing accessible play space is about enabling all children to be with and learn from each other. Enabling disabled children to access play spaces helps them and their families build relationships and neighbourhood networks that can bind communities and promote social inclusion.

Good quality parks and open spaces improve people's quality of life. Making these parks and open spaces more accessible to disabled children and their families will improve their quality of life and their inclusion within the community.

The guide is specifically aimed at providing inclusive and accessible play spaces; however some of the general principles are relevant to all access issues.

Issues and constraints

Some of the issues raised in this guide are very specific to playground design and play ground equipment and therefore not very relevant to the Local Development Framework. There is also a large section on consultation techniques with disabled children and their families which is aimed at park designers and managers.

How could the Local Development Framework respond?

The Local Development Framework and core strategy should encourage inclusive and accessible design for both new parks and play spaces, and redevelopments of old parks and play spaces.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

	Open space, play, sport and recreation

Table B9.13	
Title	**Easy Access to Historic Landscapes**
Proponent body	English Heritage
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	October 2005

Why is it relevant to the Local Development Framework?

The Local Development Framework must seek to protect historic landscapes whilst also ensuring that they are accessible to all. The guide has been produced to help a range of people, such as planners and policy makers, to provide accessible landscapes.

The guide provides detailed information on all types of disability and does not just focus on physical access problems when visiting historic landscapes.

Key messages, requirements and objectives

The United Kingdom's historic parks, gardens and landscapes are valued for their beauty, diversity and historical significance. Millions of people visit them every year but many others feel unwelcome and unable to enjoy these special places. Improving access is one key to a wider understanding, valuing, caring and enjoyment of historic landscapes.

Although prompted by the implementation of the Disability Discrimination Act 1995, this guidance promotes an inclusive approach to ensure that every visitor to a historic park, garden or landscape has a meaningful experience.

Barriers prevent or dissuade disabled people from visiting, enjoying or learning about a site. They are diverse and some are more obvious than others. The most familiar are physical constraints such as steps, slopes, uneven or loose surfaces and narrow paths. Other barriers, such as a lack of seating where people can rest, or inaccessible information, are often overlooked. Some barriers work together, for example loose gravel will be more difficult on a slope.

Opportunities

The guide provides examples of barriers to access and examples of solutions to these barriers. The guide also provides numerous photographs showing good and bad access examples in historic landscapes throughout the country.

The guide also provides case studies showing some of the approaches that have been used throughout other historic landscapes to enhance the visitor experience by ensuring inclusive access.

Issues and constraints

There is little point in making an historic landscape accessible to all if it is not easy to get to the landscape in the first place. Accessible historic landscapes must have good transport links to allow disabled people to visit them.

As with historical buildings the nature of historic landscapes suggests conflicts may arise between the need to improve access and the need to conserve features of historical interest. In this case alternatives should be considered to ensure that features that give a historical landscape its character are not detrimentally affected or damaged.

How could the Local Development Framework respond?

The Local Development Framework must ensure that any development of historical landscapes and parks also considers access as a major feature of the development. Any renovation or conservation projects associated with historic landscapes should as a requirement, consider improving access if it is needed.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)
	Open space, play, sport and recreation

Table B9.14	
Title	**Sign Design Guide: a guide to inclusive signage**
Proponent body	Joint Mobility Unit and the Sign Design Society
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	2000
Why is it relevant to the Local Development Framework?	
The intention of the document is to set out guidelines for good practice in sign design. This includes the specifying and locating of these signs. Signage plays an important part in creating a barrier free environment. The document is not directly relevant to the Local Development Framework but is relevant to the Access for All Supplementary Planning Document.	
Key messages, requirements and objectives	
There are many varying degrees of visual impairment. In Britain around 1 million people have some form of visual impairment (this figure is likely to have changed due to the age of this document).	
Opportunities	
The Access for All Supplementary Planning Document references this document and uses its best practice guidelines in terms of signage within and around buildings.	
Issues and constraints	
The guide is largely concerned with signage in and around buildings; there is little or no reference to the use of street signage.	
How could the Local Development Framework respond?	
The Access for All Supplementary Planning Document must continue to provide best practice guidance on signage and update this guidance as required; the Sign Design Guide is now 7 years old and some of the information it includes may now be out of date.	
Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**

Table B9.15	
Title	**Manual for Streets**
Proponent body	Department for Communities and Local Government, Department for Transport
Status (e.g. statutory, non-statutory)	Guidance
Date produced	March 2007
Why is it relevant to the Local Development Framework?	
Manual for Streets is relevant to the Local Development Framework as it provides guidance to a number of practitioners involved in delivering new streets and altering existing ones. The guidance aims to improve street design to make them more people friendly which includes making streets accessible for all.	
Key messages, requirements and objectives	
Manual for Streets provides guidance for practitioners involved in the planning, design, provision and approval of new residential streets, and modifications to existing ones. It aims to increase the quality of life through good design which creates more people-orientated streets.	
Opportunities	
The guidance focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas, this is particularly useful in promoting access for all.	
Issues and constraints	
The guidance recognises that shared surfaces can cause particular problems for disabled people particularly those with visual impairments. However Manual for Streets states the importance of supplying alternative means for people with visual impairments but does not give examples of what these alternative means might be. This particularly relates to the use of Home Zones which usually include shared surfaces. Manual for Streets provides guidance on over arching principles so that some specific design details can still be specialised to enable areas can retain their character. However this does not always relate to access for all. Design specifications and techniques for achieving access for all should be consistent throughout the country and therefore the Manual for Streets could have taken the opportunity to include a specific section on design specifications for disabled users, especially as the manual promotes shared surfaces which can create problems for disabled pedestrians. The manual often refers to making suitable provision for disabled people but does not always give details of how to do this.	
How could the Local Development Framework respond?	
The Local Development Framework and Core Strategy can be used to encourage development of new streets and modification of existing streets using some of the appropriate principles and strategies from the Manual for Streets which encourage access for all.	
Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**

Table B9.16	
Title	**The Disability Discrimination Act**
Proponent body	Office of Public Sector Information
Status (e.g. statutory, non-statutory)	Statutory
Date produced	Disability Discrimination Act 1995; Amended 7th April 2005.

Why is it relevant to the LDF?

The Disability Discrimination Act has introduced new measures aimed at ending discrimination that people with disabilities face. Therefore the act is relevant to the LDF in many ways, it has direct links to issues connected to accessible transport, buildings and public services, it is therefore important that this document is reviewed in a wide ranging context.

Key messages, requirements & objectives

The Disability Discrimination Act 1995 imposes a duty on service providers not to discriminate against disabled people in the provision of goods or services, or in employment.

For a person to be covered by the Act, their impairment has to have a substantial and long term effect on daily activities, and includes:-

- People with long term health conditions, such as diabetes

- People with progressive conditions, such as Multiple Sclerosis, HIV or Cancer (DDA 2005 covers these conditions from point of diagnosis)

- People with learning disabilities

- People with mental health conditions

- People with mobility difficulties, including wheelchair users

- Blind and partially sighted people

- Deaf and hearing impaired people

Elderly people, who think of their impairment as part of the ageing process, may also covered by the DDA

The Act covers the employment of people with a disability, and applies to ALL employers.

The employment section of the act imposes a duty to carry out physical adjustments to a place of work or adjustments to work duties for an employee with a disability.

In this case work only needs to be **reactive** i.e. carried out when an employee requires it due to their disability.

The act also covers the duties of Service Providers.

The duties of service providers are:-

- Not to treat disabled people less favorably than others for a reason relating to their disability

- Not to provide services on worse terms than for other people (e.g. charge more)

- To make 'reasonable adjustments' policies, practices and procedures

- To provide extra equipment where appropriate

- To make reasonable adjustments to premises to allow physical access to people with physical, sensory or learning impairment.

Service providers should anticipate that goods and services will be required by people with a disability, and make **anticipatory** adjustments, not wait until a disabled person notifies that the service cannot be used adequately.

Information produced by the service provider such as web sites, telephone services and other ways of communicating all need to be designed to allow use by all.

While the main issues of the act are covered above, the act also stretches to cover; Transport e.g. Coaches, buses and trains etc where there are extensive technical requirements for the design of new vehicles, with time frames extended to 2016-2020 for all vehicles to comply with relevant requirements. Train and bus stations and other related infrastructure are also covered under the act from a point of view of accessibility.

Main aim of the legislation is to improve access for disabled people to employment, education and services and eliminate discrimination that is unlawful under the *DDA.*

Opportunities

The Disability Discrimination Act has introduced new measures aimed at ending discrimination that people with disabilities face. It has placed duties on: Employers, Providers of goods and services, facilities and education providers to anticipate that their services will be required by people with a disability, and make necessary adjustments to fulfill their obligations under the act.

Therefore all development should be inclusive from the start and buildings designed accordingly. Opportunities to promote and encourage Access for All should not be overlooked. This also goes for alterations/adaptations to existing buildings and refurbishment where advice and guidance from policies can be implemented.

Issues and constraints

If a person with disabilities believes that they have discriminated against because of their disability, an employer/service provider could be taken to an employment tribunal or have a civil case brought against them. The employer/service provider may have to pay compensation if the tribunal or court decides that they have discriminated unlawfully.

How could the LDF respond?

By having a policy framework that promotes fully inclusive access for all.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (LDF Topic Papers)
Links with Wigan's Annual Monitoring Report	

Table B9.17	
Title	**Shared Surfaces Campaign Report**
Proponent body	Guide Dogs For The Blind
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	February 2008

Why is it relevant to the LDF?

This report was designed to inform designers, developers and planners of streets and pedestrian areas of the needs of visually impaired people.

Understanding how people with visual impairments operate in the built environment is essential to producing a safe and inclusive environment for all. The document is intended to help those responsible for shaping the environment in which we live.

Key messages, requirements & objectives

The overreaching message of the document is to recognise the importance of a 'safe space' for pedestrians and to give guidance to local authorities that using shared surfaces in proposed or future streetscape development is not an inclusive good design.

The report insists that Local Authorities should be aware of their duties under the Disability Discrimination Act and Disability Equality Duty, and comply with them by not creating town centres and high streets that are inaccessible and are a barrier to the free and independent movement of disabled people.

The key design points involve removing the kerb that usually separates traffic from the pedestrian footway and replacing it with a shared surface street design.

It is stated that the kerb edge is fundamental to the mobility of blind and partially sighted people. Kerbs are used by guide dog owners and long cane users who are trained to use it as part of an orientation cue in street environments. Within a shared surface environment pedestrians and motorists are expected to acknowledge each other and to negotiate priority and movement through 'eye contact'. This raises obvious implications for blind, partially sighted and deaf blind people.

Opportunities

Designers and planners should try to create attractive 'people-friendly' streets that attain the benefits given in the 'shared space' concept without using shared surfaces which affect the safety and independence of blind and partially sighted people, and other disabled people.

In making a 'safe space' not only blind and partially sighted people will benefit. Disabled people and general users, for example parents with small children and people with temporary injuries will benefit from safer, more inclusive design.

Issues and constraints

Although this document has research on going in relation to how best to create the 'safe space' it offers very little in the way of recommendations at this current time. Hence unless an alternative delineator is demonstrated effective footpaths with kerbs, along with associated drop kerbs and tactile paving must be retained.

How could the LDF respond?

The Local Development Framework should encourage the creation of environments that are suitable for people with visual impairments.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (LDF Topic Papers)**

Table C1.1	
Title	**Annual Monitoring Report on Regional Planning Guidance 13 (Transport Perspective)**
Proponent body	North West Regional Assembly
Status (e.g. statutory, non-statutory)	Statutory
Date produced	February 2007

Why is it relevant to the Local Development Framework?

This is the fourth Annual Monitoring Report produced by the North West Regional Assembly as Regional Planning Body and monitors polices contained within the Regional Spatial Strategy for the North West (Regional Planning Guidance 13) to determine whether they are being implemented and to what extent Regional Planning Guidance 13 is working and identify any areas where review may be necessary.

RSS AMR 2008

Key messages, requirements and objectives

Regional Funding Allocations (Transport) - Part of the 2004 Spending Review examined new ways to integrate transport, economic and spatial development strategies in each of the English regions. This aims to give regions the opportunity to feed into future spending decisions and show how their priorities for their region can be better aligned to form a coherent, credible and strategic vision for the region. The North West Regional Assembly will be responsible for monitoring and managing the forward programme of regional priorities.

Opportunities

Issues and constraints

Regional Spatial Strategy Monitoring in the North West is still evolving and so this report can only begin to identify and explain trends relating to the policies in Regional Planning Guidance 13. Also there still remain some gaps and inconsistencies within the data, in conjunction with the reliance of data attached to indicators being collected over a short time series. Time is also needed for many of the policies in Regional Planning Guidance 13 to take affect and to build up a sufficiently robust evidence base to enable a meaningful assessment of trends to ascertain whether Regional Planning Guidance 13 is being correctly implemented and of its successes and failings.

The main mode of transportation to work is the North West is by private car. Reliance on the car has increased by 3% between 2002 and 2005, while use of public transport has declined by 1% of the same time period.

How could the Local Development Framework respond?

There is evidence emerging that policies in RPG13 are being successfully implemented regionally, particularly the following policies related to transport issues:
- T4 - Road safety
- T9 – Demand management

There is also evidence that policy T10 – Regional Priorities for Transport Investment and Management is not being implemented. The Local Development Framework need to address this issue with the Draft Regional Spatial Strategy. *'Policy T10 has failed to encourage sufficient development of sustainable and integrated transport solutions. Draft RSS aims to tackle this issue through Policy RT1, which recognises that the North West needs to develop a high quality, integrated public transport network.'*

 Wigan only scores mid table for car parking standards for non-residential developments.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
Links with Wigan's Annual Monitoring Report	

Table C1.2	
Title	**The State of the Nation Briefing Sheet: North West Transport**
Proponent body	Institution of Civil Engineers
Status (e.g. statutory, non-statutory)	Briefing paper
Date produced	October 2008
Why is it relevant to the Local Development Framework?	
Links back to main State of the Nation Transport Report (see Table B1.19). Sets the scene as it relates to the North West.	
Key messages, requirements and objectives	
The Institution of Civil Engineers North West foresees major changes to our regional travel patterns by 2020– with continued growth in private car use still having the greatest impact upon our social and economic wellbeing. Nationally, ICE is calling for a 30-year national strategy through regional integrated transport plans, which will deliver better transport choice, along with significant new capacity for bus and rail services. ICE North West views a shift in the balance of user costs from taxation and vehicle maintenance to individual journeys as being of immense significance given the extensive urbanisation of our region.	
Opportunities	
Supports investment in public transport and sees congestion charging as a vital step towards generating a properly balanced transport network. The Institution of Civil Engineers North West views the inherent shift of congestion charging from indiscriminate road taxation to a 'user pay' system as socially fair and commercially sound – and crucially it will allow AGMA to pursue its goal of economic development on a more sustainable footing. Congestion charging is an upfront payment that also allows people to measure the direct cost of their car journey against the price of a rail or bus trip. This in turn will help people change their travel habits to the good of the economy as a whole. It breaks the link between economic prosperity and increasing congestion.	
Issues and constraints	
The growth in road traffic continues to blight modern life with an unacceptably high and frequently hidden economic and social cost. There are high levels of vehicle ownership in the region and growing economic prosperity will be limited by the lack of transport infrastructure if nothing is done on the roads or to improve rail overcrowding.	
How could the Local Development Framework respond?	
Major supporter of Transport Innovation Fund. This will also help deliver the transport improvements needed in Wigan to support the allocation of sites in the Core Strategy.	
Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**
Main State of the Nation Transport report	Economy and Employment

Table C3.1	
Title	**North West Route Utilisation Strategy**
Proponent body	Network Rail
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	May 2007

Why is it relevant to the Local Development Framework?

The document provides a 10-year framework for the development of railway to meet the reasonable demands of passengers and freight in the region.

It examines the role of the railway in supporting the local, regional and national economies, especially in the light of the growth in jobs in the region and identifies gaps in provision.

Heavy rail facilitates commuting to work, links centres of business and airports

Key messages, requirements and objectives

- Document identifies existing problems and identifies recommended options
- Efficient rail services essential for sustainable transport.
- Rail important in Wigan due to distance from regional centres and congested nature of road corridors.
- Identifies resources potentially under threat (Ince Station)
- Identifies two Wigan stations in 3rd tier of busiest stations in the region

Opportunities

- Provides context for major site decisions which in turn can influence network enhancements.
- Provides capacity and route enhancements which can also influence policy decisions.

Issues and constraints

- Solutions to most of the problems affecting Wigan are beyond the timescale of the Route Utilisation Strategy or have onerous conditions attached to them.
- Infrastructure problems restricting forecasted growth in Wigan outside borough (Salford Crescent and Piccadilly)
- Forecasted growth higher in other parts of the conurbation directs scarce resources away from Wigan
- Freight transport by rail can cause more problems for local highway network.
- Facilities at some stations (including lack of car parking) discourage off peak travel.

How could the Local Development Framework respond?

- Provides focus for locally targeted improvements to complement strategy
- Ensure resources are protected and enhanced

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
TIF	

Table C3.2	
Title	**North West Regional Planning Assessment for the Railway**
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	
Date produced	October 2006
Why is it relevant to the Local Development Framework?	

Sets out the options for development of the railway in the North West of England over the next 20 years. It provides the link between railway planning and spatial planning for the region.

- Forms basis for planning local and regional rail services short to medium term.

- Produces regional background rail information used to inform High Level Output Statement, Route Utilisation Strategy (and Local Development Framework)

- To ensure plans for the railway reflect local priorities and strategies

Key messages, requirements and objectives

To form a basis for planning local and regional rail services over the medium to long term that is consistent with national policies.

To ensure provision for growth in passenger and freight traffic

Wigan has key position on West Coast Mainline, and on east-west axis

Opportunities

Supports 4 national policy objectives of Transport White Paper (economic performance; improvements to accessibility punctuality and reliability; environmental concerns; cost effectiveness of transport investment.

Matching resources to demand. Enhancing accessibility and integration

Improve journey times, quality of rolling stock, stations

Identified need for inter modal freight terminals in the region

Improve use of existing railway resources

Issues and constraints

Initial study commenced by the Strategic Rail Authority in 2003 based on low growth forecasts for rail travel. Current forecasts based on 2002/03 data therefore still provide underestimates of current usage.
Improve integration of fares, tickets and timetables with other modes.
Limited freight capacity north of Crewe
Uncertainties of economic forecasting
Desire of Government to reduce spending on the railways

How could the Local Development Framework respond?

Inform input to future versions of the strategy

Help guide development of franchise specifications

Balance the need to travel with the need to improve the quality of life

Growth points can aid transport provision through demand around transport hubs. This would strengthen case for infrastructure investment.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
Together with Route Utilisation Strategy main input to the High Level Output Statement and Rail White Paper proposed summer 2007. Ensures plans for the railways reflect Regional Spatial Strategy, Regional Economic Strategy and Local Transport Plan policies.	Economy and Employment
The Future of Transport White Paper	
Route Utilisation Strategy	
Franchise Specifications	
Community Rail Development	
Greater Manchester Integrated Transport Strategy	

Table C3.3	
Title	**West of Lancashire Community Rail Partnership Action Plan**
Proponent body	Lancashire County Council
Status (e.g. statutory, non-statutory)	
Date produced	June 2000
Why is it relevant to the Local Development Framework?	

West Lancs Community Rail Partnership covers Pemberton and Orrell as well as Gathurst and Appley Bridge Stations and is served by Project Officer who creates, promotes and co-ordinates partnerships within the community, identifies transport needs, determines ways of meeting them and takes appropriate action.

Key messages, requirements and objectives

Wish to develop the rail lines to better serve the communities along them, especially improving linkages to stations that are remote from communities.

Improve integration and contribute towards the social, economic and environmental development of the area.

Opportunities

Working with the Community Rail Partnership Project Officer based at Lancashire County Council.
Wigan Council, along with Wigan and Leigh NHS Trust and GMPTE are members of the steering group.
Essential for building links with the local community and increasing the patronage of the lines through marketing and promotion.

Issues and constraints

How could the Local Development Framework respond?

Should build on the advantages the stations named have conferred on them by this designation.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
	Communities

Table C3.4	
Title	**Northern Rail Cycling Strategy**
Proponent body	Northern Rail
Status (e.g. statutory, non-statutory)	Non-statutory
	2007
Why is it relevant to the Local Development Framework?	

The Northern Rail Cycling Strategy has been produced as part of its franchise agreement with the Department for Transport.

The Strategy acknowledges the role of cycling and rail travel for sustainable transport and aims to create strong linkages between the two. The company hopes to work with Local Authorities and cycling bodies to identify opportunities to make stations more cycle friendly and with local highway authorities on developing safe routes to and from stations.

As well as promoting sustainable travel to and from stations, the company also sees benefits in reducing the amount of car parking required at stations which are currently overcrowded.
Northern is part-owned by NedRail, a wholly-owned subsidiary of Netherlands Railways. 30% of all rail passengers in The Netherlands arrive at their local station by bike – with about 10% leaving their destination station by the same mode.

Key messages, requirements and objectives

The document has a number of key objectives:

1. Getting to and from the station

- Use the local road network to access stations by cycle. Routes to and from stations must be 'direct - attractive – comfortable'

- With larger stations ensure that there is signage to and from the station and encourage 'safe routes to stations'.

2. Leaving bikes at stations

- Busier, fully staffed stations: Lockers at these stations and 'Sheffield' stands. The 'secure compound' approach would also be appropriate. Less busy, staffed stations: 'Sheffield' type cycle stands, or similar, under cover and in open view.

- 'Eco Station' concept, which is effectively re-inventing the 'local station' to be an environment-friendly hub for the community. Having bike hire, and possibly cycle maintenance/purchase facilities, forms part of the concept.

- Explore potential for 'bike locker user club' facilities, as piloted by Greater Manchester Passenger Transport Executive, where cyclists pay a small annual fee for access to safe storage facilities.

3. Taking bikes on the trains

- Ensure flexible space is available for at least two bikes on each train.

4. Cycling tourism and rail

- Explore opportunities for the development of Cycle-Rail-Trails

5. Promotion

Produce a leaflet 'Cycling with Northern' and develop signage.

Opportunities
Work with Northern Rail to improve cycle access to stations, cycle parking and promotion.

Issues and constraints
Convincing people to use the train and then cycle to their ultimate destination will require a significant shift in mindset.
Further evidence is required to ascertain how many people drive to and park at local train stations.
Possibly a more long term objective, concentration on cycle to school / work policies may prove more useful in the short term.

How could the Local Development Framework respond?
Provide assistance and support for the objectives of Northern Rail's Cycling Strategy.

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
	Economy and Employment

Table C3.5	
Title	**Heavy Rail: White Paper and Transport Innovation Fund Bid**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	September 2007
Why is it relevant to the Local Development Framework?	
This report advises Members of the content of the White Paper "Delivering a Sustainable Railway", the High Level Output Specification and the Statement of Funds Available for the railway, and how these relate to the heavy rail element of the Transport Innovation Fund bid.	
Key messages, requirements and objectives	
In terms of capacity Manchester needs to carry an additional 4,100 (+19%) people in each peak, Liverpool and Manchester local services an additional 157m passenger km per annum (+14%), Manchester and Leeds an additional 189m passenger km per annum (+16%), Manchester Sheffield an additional 113m passenger km per annum (+15%) and West Coast Main Line an additional 913m passenger km per annum (+16%). £15,329M available over 5 years reducing by 3-5% per annum.	
Opportunities	
Could have benefits for increasing rail capacity in Wigan.	
Issues and constraints	
Rail improvements always take a long time to come on stream.	
How could the Local Development Framework respond?	
Development opportunities around sustainable transport links at stations.	
Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**

Table C3.6	
Title	**Passenger's Charter**
Proponent body	Northern Rail
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	December 2007
Why is it relevant to the Local Development Framework?	

Sets out the commitments Northern, as Train Operating Company, makes to its customers. Their mission is to deliver a railway service that really works for everyone. We need an efficient railway service to help meet the objectives of the Local Development Framework.

Key messages, requirements and objectives

Key elements are:
 Statement of intentions
· Standards of service covering punctuality and reliability
· What passengers can expect – (telephone enquiries, booking services, reservations, availability of catering, provision for passengers with disabilities).
· What passengers can expect if things go wrong
· Compensation arrangements if performance drops below the expected standards

· A list of contacts for passenger complaints and comment

Opportunities

Northern's operations serve three regions. Their franchise commenced on 12th December 2004 and operates until September 2013.

Issues and constraints

Franchise awarded on basis of no growth therefore investment not programmed to improve infrastructure unless it can be demonstrated costs can be met by patronage improvements.

How could the Local Development Framework respond?

Planned growth of rail services takes a long time to come forward. Base proposals on existing network and station pattern.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table C3.7	
Title	**<u>Draft Merseyside Route Utilisation Strategy</u>**
Proponent body	Network Rail
Status (e.g. statutory, non-statutory)	Draft for Consultation
Date produced	January 2009

Why is it relevant to the Local Development Framework?

The document provides a 10-year framework for the development of railway to meet the reasonable demands of passengers and freight in the Merseyside area. The study area covers Liverpool, Southport and Wigan/Preston. Its purpose is to identify gaps and options to address them.

Key messages, requirements and objectives

Peak capacity issues main gap identified.

Merseyside has twice as many car park spaces per station than Greater Manchester (but only half as many as West Midlands).

Opportunities

Merseyrail has the longest franchise – 25 years to July 2028 – in the country.

Concludes frequencies between Liverpool and Preston should be increased either via Ormskirk or by introducing a second fast train between Liverpool and Wigan. This would benefit Wigan with no adverse effect elsewhere in Greater Manchester.

Extending electrification to Headbolt Lane, 1km beyond Kirkby to serve the Tower Hill area in the short term.

In medium term construct a new line to Sklmersdale to give a Liverpool-Skelmersdale electric service. 2nd largest conurbation in NW without a station, business case based on comparisons of trips generated from other towns around Liverpool. Connections to Wigan would then be at Rainford.

Additional capacity requested on Wigan-Southport line. Electrification of Lostock-Wigan-Southport line has good Conversion Ratio (vehicle miles electrified /track miles electrified).

Issues and constraints

The Wigan – Kirkby branch suffers from poor punctuality and reliability due to signalling equipment failures, trespass and vandalism.
More clarity is required about the possibility of a Wigan-Skelmersdale service.
Liverpool services use 750v dc whereas Manchester services use 25kv ac. Need trains that can operate on both systems.

How could the Local Development Framework respond?

Potential for growth in rail services on the Kirkby and Southport lines could offer opportunities to support site selection along these routes.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table C6.1	
Title	**North West Regional Freight Strategy**
Proponent body	North West Freight Advisory Group
Status (e.g. statutory, non-statutory)	Non-Statutory
Date produced	November 2003

Why is it relevant to the Local Development Framework?

The efficient movement of freight is essential in underpinning the viability of the economy, hence the need for a high quality, integrated transport system that meets the requirements of industry and commerce in the region.

Key messages, requirements and objectives

To promote the integral role of freight transport in furthering economic growth in the region and to seek sustainable freight transport solutions through partnership.

- influencing transport infrastructure
- development;
- maximising the efficient use of existing
- transport infrastructure and services;
- implementing selective enhancements
- where necessary;
- Ensuring that all decisions are taken within the context of an integrated transport and land-use strategy.

Opportunities

- Freight Quality Partnerships
- Developing routing strategies
- Improving access for freight vehicles in urban areas
- Providing driver rest and parking facilities
- Road user/congestion charging
- Air quality and vehicle emissions
- Working time directive
- Sustainable distribution action plan
- Highways, Rail, Ports and waterways, Airports action plans

Issues and constraints

- Dominant role of road freight
- Mode used determined by commercial decision making affected by market modal shift - targets therefore difficult to predict

How could the Local Development Framework respond?

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**

| | Economy and Employment |
| | Retail and Centres |

Table C9.1	
Title	**Streets For All (North West)**
Proponent body	English Heritage
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	March 2005
Why is it relevant to the Local Development Framework?	

The Streets for All (North West) manual was created to offer guidance on the way in which our streets and public open spaces are managed. It is the North West region version of the manual which was originally produced for London.

The guide is intended as a reference manual of good practice for all concerned in the chain of decision making; including councillors, highway engineers, landscape and urban designers, town planning and conservation staff, amenity societies, contractors and utility companies.

The guide provides detailed information on: ground surfaces, street furniture, new equipment, traffic management and environmental improvements.

Key messages, requirements and objectives

The primary aim is to improve the appearance of our public spaces by showing how practical solutions to common highway problems can be achieved and how good practice can become everyday practice. The underlying principles are to reduce clutter, co-ordinate design and to reinforce local character, whilst maintaining safety for all.

Another of the key messages of this document is 'Accessibility for All'. The document aims to influence work today so that it is produced to the standards of access that may be required in the future. Integrated townscape management between all the agencies who have an influence on our streets and public open spaces is required.

Historic areas can present particular challenges for designers and this report illustrates how some of the most common difficulties have been overcome.

Opportunities

Providing access for all can be challenging and the most successful schemes will go above and beyond compliance with the Disability Discrimination Act (1995). The document features a number or towns and cities as case studies for good practice.

The integration and cooperation of the agencies and bodies involved with our streets to form working groups can lead to great improvements to the appearance of urban areas.

Issues and constraints

Much of the guide is concerned with making sure materials and surfaces are in keeping with the character of the local area, this does not always take into account that many of the surface materials promoted could be unsuitable for disabled pedestrians and wheelchair users.

How could the Local Development Framework respond?

Ensure that the Core Strategy and Local Development Framework make reference to the removal of street clutter in order to make the boroughs streets more accessible not just for disabled pedestrians but all pedestrians.

Attempt to promote the integration of the agencies involved in the appearance of our 'public realm' as many have their own priorities which can therefore result in a fractured street scene.

Access strategies should be based on a better understanding of pedestrian movements, desire lines and existing barriers.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)
	Landscape, townscape and buildings

Table D1.1	
Title	**Greater Manchester Local Transport Plan 2**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	Statutory
Date produced	May 2006

Why is it relevant to the Local Development Framework?

The second Greater Manchester Local Transport Plan outlines the approach being taken by the Greater Manchester Authorities towards transport planning and investment for the period 2006/07 – 2010/11. It has been produced by a partnership of the ten Greater Manchester local authorities and the Passenger Transport Authority. Key drivers for change include the Regional Centre, where very significant economic growth is forecast, major town centres, Manchester Airport and a range of regionally significant development sites. The plan will also help to address the impact transport in GM has on climate change.

The Greater Manchester Integrated Transport Strategy forms the 15 year transport context for Local Transport Plan 2.

Also includes separate Bus Strategy, Accessibility Strategy and Supporting Technical Documents.

Key messages, requirements and objectives

- Improve rail
- Make buses more attractive
- Develop corridor partnerships
- Encourage more short trips by walking and cycling
- Traffic management improvements
- Develop school and workplace Travel Plans
- Direct development generating a large number of trips to locations where it can be accessed by a range of modes.
- Improve safety and security for road and public transport
- Improve air quality

Opportunities

Issues and constraints

- Ensure economic growth not impeded by constraints on transport
- Address problems of poor accessibility to jobs, health facilities and fresh food, and education
- Maintain highways structures in good condition

How could the Local Development Framework respond?

- SPD on Travel Plans adopted.
- Identifies Atherton Station for rail interchange improvements (case study 14)
- Standish Town Centre improvements (case study 19)
- Casualty reduction on Leigh Road, Leigh (case study 8)
- Transport Infrastructure Fund available in Wigan
- Leigh-Salford-Manchester Quality Bus Corridor
- Wigan Inner Relief Road

Implications for the sustainability appraisal

Sustainable transport to be a headline sustainability objective; incorporating the following issues:

- Reduce the need to travel.
- Promote sustainable modes of transport.

• Ensure economic growth is supported by transport infrastructure and policies.	
Cross references (General)	**Cross references (Topic Reviews)**
	Economy and Employment
	Environment, Natural Resources and Pollution

Table D1.2	
Title	**Greater Manchester Local Transport Plan 2 Accessibility Strategy**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006

Why is it relevant to the Local Development Framework?

Of direct importance to social inclusion and deprivation issues and the transport solutions required to help address the issues.
- Individuals benefit from improved opportunities and a better quality of life.
- Service providers benefit. Employers may find it easier to recruit and retain staff; the health service may reduce 'did not attends'; and colleges can reduce drop-out rates.
- Society benefits. A better-educated and healthier population increases social inclusion and strengthens society and the economy.
- Concentrates on key areas of employment, healthcare and food and lifelong learning.
- Particular reference in Wigan to cross boundary collaboration that is needed to access job opportunities outside the county (Omega, Royal Ordnance (Leyland) Haydock Industrial Estate (St Helens)
- Further education access project in place in Wigan

Key messages, requirements and objectives

- Poor accessibility affects different members of society in complex ways
- Improve access through transport and non-transport solutions.

Opportunities

- Improves working relationship between transport and non-transport sectors
- Culcheth Ashton Newton and Golborne Action Plan currently being implemented
- Provides evidence for shortcomings in accessibility in Wigan via strategic mapping

Issues and constraints

- Have no influence over the contraction of the commercial bus network
- Breakdown of traditional working hours (but also helps in transport demand management)
- Not all accessibility shortcomings can be solved through the planning process (eg ticketing)
- Changes in Education and Health agendas put additional
- Dispersed nature of settlement pattern in Wigan makes transport linkages more challenging to provide
- Difficult to define what is reasonable access to food

How could the Local Development Framework respond?

- Ensure services are provided in accessible locations.
- Ensure disadvantaged groups can play a full part in society.
- Food deserts may exist. Reinforces the importance of local shops.

Implications for the sustainability appraisal

Ensure accessibility issues are represented in the appraisal framework.

Cross references (General)	Cross references (Topic Reviews)
Making the Connexions Mapping Poverty in Wigan Borough Social Inclusion Integrated Social Needs Transport Project Culcheth Ashton Newton and Golborne Study	Communities Economy and Employment Retail and Centres

Greater Manchester Integrated Transport Strategy Bus Strategy Schools White Paper Corridor Partnerships Annual Monitoring Report Travel Plans	

Table D1.3	
Title	**Greater Manchester Local Transport Plan 2 Consultation and Engagement Report**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006
Why is it relevant to the Local Development Framework?	

This supporting Local Transport Plan 2 document details the various consultation exercises that have been undertaken to guide the development of Greater Manchester's second Local Transport Plan.

The development of Local Transport Plan 2 has been highly interactive; the process of plan making from constituent local authorities, Greater Manchester Passenger Transport Authority and overall from the Association of Greater Manchester Authorities has been developed in tandem with local agencies and organisations including Government Office for the North West, the Highways Agency and neighbouring local authorities. This document provides an overview of the responses received and how they have influenced the drafting of the provisional Local Transport Plan 2 document. The consultation exercises have been primarily qualitative to gain opinions on people's concerns and aspirations for transport in Greater Manchester.

Consultation in Wigan has focused around Citizens' Panel responses on:

Local neighbourhood and environmental health / A5225 / Road safety / Shopping / Access to health services / noise / cycling / Engineering consultancy / Car parks / The School Travel Plan Forums / Information supported by regular Local Transport Public Forums in Wigan/Leigh / Wigan Sustainable Partnership is a stakeholder group that responded to the provisional Local Transport Plan.

Views of Statutory agencies and operators also reported

Key messages, requirements and objectives

- Four common transport themes: **congestion; air quality; road safety; accessibility** identified

Opportunities

- How the comments have shaped the Local Transport Plan and in turn the Local Development Framework
- Importance of cycling forums
- Local Development Framework measures can be used to ensure transport accessibility is considered for all new sites.
- Improving public transport seen as very important by general public
- Network improvements to plug gaps in accessibility shortfalls
- Introduction of Closed Circuit Television
- Speed management

Issues and constraints

- Users want more frequent, amended routes for and cheaper public transport most. Local authorities are not in a position always to improve these aspects.
- Remove rubbish that can be used as missiles to throw at public transport
- Restraint on parking as part of demand management
- Health centres can't afford land to locate adjacent to transport nodes

How could the Local Development Framework respond?

- Encourage spread of job opportunities to other areas besides city centres, and promote public transport with new employers (major factor identified from consultation exercise)
- Concentrate on providing services and job opportunities in appropriate centres
- Need to be more flexible and adopt 'joined up' thinking, tying together land use planning and transport
- Consideration of investment in parking

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
Accessibility Strategy Travel Plans Supplementary Planning Document Anti-social behaviour Community Safety Road safety impact assessments Parking strategy Cycle training Health Air Quality Action Plan	Communities Environment, Natural Resources and Pollution

Table D1.4	
Title	**Greater Manchester Local Transport Plan 2 Monitoring Technical Annex**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006
Why is it relevant to the Local Development Framework?	

Describes how we chose our indicators and the target development process, presented as a series of tables, setting out the evidence for the targets and their trajectories.

Provides information for the monitoring of targets as the plan period passes. Essential for baseline Best Value and Local Transport Plan indicators on:
Highway maintenance; road safety; bus patronage, footway maintenance, access to category A transport interchange, road traffic, cycling, school journeys, bus punctuality, congestion, air quality, climate change, accessible infrastructure, public rights of way, walking, mode share and trips to airport.

Key messages, requirements and objectives

- Essential baseline and monitoring statistics contained within the report.

Opportunities

Issues and constraints
- Rate of economic growth has major effects on many of the indicators.
- Some indicators available at Greater Manchester level only
- Some monitoring sites not ideal (cycling)

How could the Local Development Framework respond?
- Local Development Framework to include measure to help in the meeting of targets. Especially important for walking and cycling

Implications for the sustainability appraisal
- Some indicators may be useful for the sustainability appraisal framework.

Cross references (General)	**Cross references (Topic Reviews)**
Travel plans	

Table D1.5	
Title	**Major Schemes Summaries**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006
Why is it relevant to the Local Development Framework?	

Provides a summary of major development schemes in Wigan.

Key messages, requirements and objectives

Schemes of relevance to Wigan include:

Bolton Town Centre Public Transport Scheme, essentially benefits Bolton but the strategy provides an important complement to the planned capacity enhancement on the Wigan – Bolton – Manchester rail corridor. Complements wider Local Transport Plan 2 Integrated Transport measures aimed at reducing car use and increasing the use of public transport, including Quality Bus Corridor programmes through the town, one of which is to Leigh. A contribution of £2.5m to the strategy from the Transport Infrastructure Fund (a fund specific to transport in the Districts of Bolton and Wigan) is planned.

Greater Manchester Urban Traffic Control

Leigh-Salford-Manchester Quality Bus Corridor 21km of which 8km segregated guided section predominantly in Wigan. High quality public transport in congested corridor with rapidly growing travel demands.

Yellow School Buses reduces the impact of school travel. Many buses currently operating in Wigan.

Wigan Inner Relief Road although his scheme is identified, it has not received a Regional Funding Allocation (Department for Transport letter June 2006) and prospects of funding scheme remote. Unitary Development Plan Inspector also recommended removal of provisions for safeguarding route.

A5225 Access Wigan although his scheme is identified, it has not received a Regional Funding Allocation (Department for Transport letter June 2006) and prospects of funding scheme remote. Unitary Development Plan Inspector also recommended removal of provisions for safeguarding route. Policy A1U now in support of improving access to support a sustainable pattern of settlement. A49 Diversion currently subject of planning application (not yet determined).

Additional Railway Rolling Stock will help to address rail capacity issues especially on the Wigan-Atherton-Manchester corridor.

Opportunities

- Maximising capacity of highway structure by using modern control techniques and new technology
- Promoting more efficient forms of transport through increased priority to buses and encouraging modal shift
- Improving provision for pedestrians by upgrading obsolete traffic signal equipment
- Replacing UTC (Co-ordinated Universal Time) communications with digital systems that reduce costs and increase capacity
- Leigh-Salford-Manchester Quality BusCorridor.
- Yellow school buses help schools meet accessibility targets.
- National funding announced March 2007 for additional rolling stock.

Issues and constraints

- Use of transport infrastructure fund money has impact on investment opportunities in Wigan
- Funding for Leigh-Salford-Manchester Quality Bus Corridor still to be fully acquired
- Additional rail rolling stock may not be on stream until 2014.

How could the Local Development Framework respond?	

- Continue to safeguard route for Leigh-Salford-Manchester Quality Bus Corridor.
- Identify opportunities for junction improvements through land allocations.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross reference (Topic Reviews)
Regional Spatial Strategy Regional Funding Allocation Unitary Development Plan A49 Diversion and Atkins report	

Table D1.6	
Title	**Network Management Local Authority Pro-formas**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006

Why is it relevant to the Local Development Framework?

Coordination of 10 Greater Manchester Districts and other agencies responsible for efficient operation of the transport system. In Wigan progress is being made in developing policy and strategy relating to traffic management for all forms of traffic, vehicular and pedestrian on a Township basis. Two Townships are served by an area Engineer to deal with problems and improvement opportunities.

Key messages, requirements and objectives

The measures the Greater Manchester authorities have taken in responding to the Traffic Management Act.

Opportunities

- Effectively manages the local highway network to keep traffic by all modes of transport moving safely.
- Liaises with Authorities and other organisations whose actions could enhance the effective management of the Greater Manchester highway network.
- Congestion hotspots identified and funding opportunities and Section 106 money directed at reducing congestion

Issues and constraints

- Wigan adjoins St Helens, Warrington, West Lancashire and Chorley which are not part of Greater Manchester and cross boundary coordination of approach is challenging
- Centrally controlled traffic management systems not always sensitive to local issues.
- Historical patterns of transport development mean changes often challenging and costly to achieve.

How could the Local Development Framework respond?

- Make best use of funding opportunities for improvements arising from land allocations through Section 106 money
- Continue commitment to reducing transport trips made by car
- Continue to maintain and improve and make best use of existing transportation and infrastructure

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**

Table D1.7	
Title	**Draft Greater Manchester Maintenance Strategy**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006

Why is it relevant to the Local Development Framework?

Recognises critical role an integrated transport system plays in delivering urban renaissance, social inclusion and a safer, more attractive environment.

Key messages, requirements and objectives

- Deliver a modern, efficient and effective transport system that meets the needs of all users.
- Sustained investment required

Opportunities

- Reduction of road use leads to a reduction on wear and tear of network

Issues and constraints

- Limited resources and a lack of investment in previous years have left a challenging backlog of major and smaller scale maintenance that must be tackled.
- Not all non-highway maintenance issues in Local Authority control.
- Cross boundary working poses additional challenges.
- County wide approach means local issues may not figure in priority list.

How could the Local Development Framework respond?

- Ensure local improvements are highlighted and programmed for attention

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Accessibility Strategy	

Table D1.8	
Title	**Progress on Transport Asset Management Plan (TAMP)**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006
Why is it relevant to the Local Development Framework?	

Summary of progress towards the preparation of Transport Asset Management Plans for each Greater Manchester district.

- Sets out Wigan's individual Maintenance Strategy.
- Development of Asset Registers and condition surveys integral to efficient operation of transport system.
- Provides audited baseline of current infrastructure, its condition and maintenance regime.
- Includes off road walking and cycling

Key messages, requirements and objectives

See opportunities and constraints.

Opportunities

- Identifies areas requiring improvement and development.
- Public consultation becoming more important in decision taking

Issues and constraints

- Resources available constrain ambitions
- Non highway authority transport assets not considered

How could the Local Development Framework respond?

- Be aware of identified shortfalls in transport provision and programme improvements where possible

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Best Value Performance Indicator	

Table D1.9	
Title	**Greater Manchester Integrated Transport Strategy (GMITS)**
Proponent body	AGMA / GMPTE
Status (e.g. statutory, non-statutory)	
Date produced	April 2005
Why is it relevant to the Local Development Framework?	

This sets out the fifteen year perspective of how the transport system in Greater Manchester needs to develop to influence future patterns of spatial development and economic growth and to respond to the demands which a growing economy will place on the transport network.

Response to Future of Transport White Paper (July 2004).

Provides a framework for the Transport Innovation Fund bid.

Key messages, requirements and objectives

Must demonstrate that investment plans represent best possible use of available resources.

Must show how investment is delivering real improvements on the ground in terms of the issues that matter to local people.

Must support GMs economic growth agenda and support labour connectivity

Development of Corridor Partnerships and an agreed integrated plan for each corridor (Corridor 3 in Wigan) with delivery of key outcomes

Bus improvements (network and service to improve journey quality and reliability)

Development of rapid transit including busways and tram-train for some non-Metrolink corridors.

Rail improvements (especially capacity)

Development of toolkit of demand management measures that underpin economic growth

Better integration of modes, smarter travel, behavioural change initiatives, better ticketing, more park and ride facilities where these contribute to modal shift.

Network management measures to make best use of existing infrastructure.

Investment in cycling and walking infrastructure to make it safer, more secure and convenient.

Targeted investment in major highways schemes, especially for improving access to regeneration priority areas, but only in areas where this is the only way to achieve objectives.

Better highway maintenance.

Opportunities

Must improve quality and capacity of public transport alternatives to private car if people are to choose other types of transport.

Investment led approach needs to be coupled with an approach to demand management that is based on an understanding of congestion and its impact on the economy and environment.

Quality Bus Contracts

Station upgrading and new rolling stock.

Tram/train

Wigan Hub interchange

Town centre highway improvements.	
New road (A5225) (now superseded)	
Culcheth Ashton Newton Golborne Study	
Leigh busway	
Issues and constraints	
Some difficult choices will be required.	
Resources are finite.	
Peak period town centre journey times	
Poor integration of public transport termini	
Need to support regeneration.	
Journey times on A49 (especially south Wigan)	
Local accessibility problems outside core areas.	
Poor public transport accessibility to Warrington and Merseyside.	
Leigh poor public transport accessibility to Manchester.	
Poor quality and peak capacity problems on rail.	
Increasing car ownership and decreasing bus patronage.	
Slow traffic speeds also delays buses.	
How could the Local Development Framework respond?	
Needs to support the vision, especially of Corridor Partnership mechanism for delivery.	
Implications for the sustainability appraisal	
Provides background information.	

Cross references (General)	Cross references (Topic Reviews)
Future of Transport White Paper	Communities
Transport Innovation Fund	Economy and Employment

Table D1.10	
Title	**Land Use Planning and Public Transport**
Proponent body	Greater Manchester Passenger Transport Executive
Status (e.g. statutory, non-statutory)	
Date produced	July 2006
Why is it relevant to the Local Development Framework?	

The land use planning process is crucial in helping to achieve more sustainable travel patterns that will assist in a mode shift away from the car in line with the objectives of the Greater Manchester Local Transport Plan. The location, type and design of development will all influence the level of use of public transport. Greater Manchester Passenger Transport Executive aims to work with District Councils to ensure 'public transport friendly' policies in Local Development Frameworks and to maximise the public transport accessibility of new development proposals.

Key messages, requirements and objectives

The document aims to provide local planning authorities with a readily available and regularly updated source of information about encouraging public transport use through the development process. This will enable these issues to be considered at an early stage in preparing policy documents and in considering development proposals. It aims to:
- Explain the principles that the Greater Manchester Passenger Transport Executive adopts when commenting on policy documents and planning applications.
- Set out the standards Greater Manchester Passenger Transport Executive would like to see applied in terms of public transport and new development. These are guidelines which may vary according to local circumstances.
- Clarify the types of planning application that the Greater Manchester Passenger Transport Executive would like to comment on.
- Make information on public transport readily available to developers.

Opportunities

The advice offered is based on Government guidance and the Local Transport Plan strategy and can be summarised by the following six key principles:

- **All significant new development should be accessible by public transport.** This will ensure equality of opportunity for people who do not have access to a car, and will also provide a basis for transport policies to encourage people to use their cars less.
- **Sites with the best public transport accessibility should, wherever possible, be reserved for uses (or densities) that generate a high level of trips.** This will support the LTP strategy by encouraging modal shift and will make the best use of investment in public transport infrastructure, such as stations.
- **New development should not have an adverse impact on existing or future public transport operations.** Where the extra traffic generated by a development would cause delays or otherwise hinder the operation of existing services, mitigation measures will be required. Routes with potential for future public transport use should not be severed.
- **Developers should fund any necessary enhancements to the public transport network.** PPG 13 states that developer contributions should be encouraged to secure improved accessibility to sites by public transport, walking and cycling where such measures may 'influence travel patterns to the site'.
- **Significant development should be accompanied by a travel plan.** In line with PPG13 the Greater Manchester Passenger Transport Executive recommend that travel plans should be submitted alongside applications that are likely to have significant transport implications, including those which involve significant expansion of on site parking.
- The design and layout of a development should maximise the potential for public transport use and should give non-car modes priority over the car. The aim should be to ensure that buses can, where appropriate, penetrate developments, and that there is convenient pedestrian access to stops and stations.

Accession can also be used to test the accessibility of particular sites, and should be used on any major allocations where accessibility may be an issue.

Where sites are not currently accessible, it should not be assumed that public transport services will be made available in the future. Operators will only provide services if these are commercially viable, and Greater Manchester Passenger Transport Executive funding to subsidise services would need to be prioritised against needs throughout the county. It is therefore vital that policies refer to the need for developer contributions to improving accessibility.

The potential of public transport nodes as highly accessible locations should be exploited by:

- Reserving sites close to public transport nodes for higher density uses and not using them for lower density, car based uses such as retail 'sheds'. Higher density development could be conditional on developers contributing to public transport improvements.
- Designating 'station development zones' where authorities will develop coordinated proposals to better link stations and the areas they serve, identifying improvements to local roads (including pedestrian crossings), walking routes, cycling, car parking, local signage, information boards and landscaping.
- Taking opportunities to provide parking close to stations. This can include opportunities for shared parking where developments are used mainly in the evenings or at weekends. However, major park and ride sites need to be located with care, and be consistent with the Local Transport Plan and the Greater Manchester Park and Ride Strategy.

There are two ways of funding services via developer contributions:

- Subsidy of the service for a set period. From the developer's point of view this has the disadvantage that because costs may rise over time to reflect operators' costs, the extent of the developer's liability will not be known at the outset.

- A commuted payment to provide a subsidy for the service. This has the advantage of setting a limit to the developer's contribution. However, the disadvantage is that a future rise in the cost of providing the service could lead to a shortfall of funding and the premature withdrawal of the service.

Where the latter option is chosen, it is important that the Section 106 agreement is not over prescriptive about the service specification. There will then be scope for variation in the service provided, in order to make best use of the funding.

Issues and constraints

When sites with poor accessibility are developed, one or more of the following is likely to occur:

- The development will be car based, with consequent implications for congestion.
- People who do not have access to a car will be unable to access the development.
- Unless a development is large enough to support a commercial bus service, improving accessibility will impose considerable costs on the public sector.

How could the Local Development Framework respond?

Policies and guidance in Local Development Documents can help to support public transport and hence meet the objectives of the Local Transport Plan in the following ways:

- Making the public transport accessibility of sites a key consideration in allocating land for development.
- Making modal shift central to policies for large scale developments or for areas suffering from congestion.
- Encouraging walking and cycling, which act as feeders to public transport.
- Using generic development control policies to ensure that public transport accessibility is maximised in new developments.
- Establishing public transport as a matter to be covered by planning obligations and setting out the factors to be considered in determining the scale of obligations.
- Protecting land for future public transport schemes.
- Producing Development briefs for key sites that seek to maximise travel by sustainable modes.

It is crucial that any significant new developments are within reasonable walking distance of a bus stop, Metrolink stop or rail station. The indicative criteria Greater Manchester Passenger Transport Executive currently use are:

- within 400m of a bus stop
- within 800m of a rail station/Metrolink stop
- served by a demand responsive transport service, such as Local Link'

Implications for the sustainability appraisal	
Provides background information. Targets may be used to strengthen the impact assessment process.	
Cross references (General)	**Cross references (Topic Reviews)**
Local Transport Plan 2, Greater Manchester Integrated Transport Strategy, Corridor Plans, Travel Plans Supplementary Planning Document, Section 106 contributions	Planning Process Guidance

Table D1.11	
Title	**Corridor Plan 3 and accompanying Map**
Proponent body	Faber Maunsell for Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	20/05/07 Version

Why is it relevant to the Local Development Framework?

In 2005 the Greater Manchester authorities made a successful bid to the Department for Transport for pump-priming funding to develop a Transport Innovation Fund package. The Greater Manchester Integrated Transport Strategy and the Corridor Partnerships initiative are a key part of the proposed Transport Innovation Fund package.
In order to assist in the delivery of Greater Manchester Integrated Transport Strategy, Corridor Plans are to be developed overseen by 4 Corridor Partnerships, incorporating a range of organisations working together to implement the various aspects of the agreed integrated plan for each corridor.
The approach is geared towards an integrated long term (15 year) plan for each corridor, with a local area agreement which all partners sign up to delivering their elements.
The report will act as the baseline statement and do nothing scenario and a measure of the added value the Partnership brings.

Key messages, requirements and objectives

The Corridor Partnership objectives are as follows:
- Increased proportion of public transport, walk and cycle trips;
- Reduction in congestion;
- Securing employment growth;
- Boost housing provision;
- Sustainable development of brownfield sites;
- Promote social inclusion;
- Improve Road Safety; and
- Improve Air Quality.

Population, employment, unemployment, index of multiple deprivation, travel to work statistics, modal split statistics given.

Planning and regeneration context set.

Opportunities

Interchange and integration between and within modes will be important factors in the development of the public transport network, aimed at complementary rather than competitiveness.
Corridor Plan 3 takes in the whole of Wigan Borough plus part of Bolton and Salford as it extends to Manchester City Centre and is one of the top four priority plans in Greater Manchester.
In time a Corridor Framework Agreement setting out a series of targeted outcomes to which the Partnership will commit itself will be signed.
Outcomes include economic growth, regeneration (social) and transport

Issues and constraints

Transport challenges in the corridor set as:
- Reduce congestion, particularly around Wigan town centre, Hindley town centre, Ashton-in-Makerfield and east-west routes in the Borough of Wigan.
- Improving interchange in Wigan town centre by enhancing connections between the two rail stations.
- Improve access from the corridor to employment opportunities in the Regional Centre.
- Enhance east-west linkages in Wigan.
- Reduce overcrowding on the Wigan – Manchester (via Atherton) rail line.
- Arrest declining bus patronage through the development of Quality Bus Corridors.

- Delivery of the Leigh – Salford – Manchester Busway.
- Improve cross boundary public transport connections through the Ashton-in-Makerfield and Golborne through the Culcheth, Ashton, Newton-le-Willows and Golborne (CANGO) initiative.
- Provision of good public transport access between the corridor and new employment sites outside Greater Manchester (e.g. Omega and Parkside).
- Promote linkages with towns outside of Greater Manchester, such as Warrington and St. Helens.
- Promoting walking and cycling.
- Enhancing air quality.
- Improving road safety.

Routes subject to high levels of delay am peak in Wigan:
- A49 (south of Standish);
- A58 (Ashton-in-Makerfield);
- A580 East Lancashire Road (south of Golborne);
- A580 East Lancashire Road (Astley to Worsley);
- Atherton Town Centre;
- Leigh Town Centre;
- A572 (Astley to Worsley);
- A5082 (Tyldesley);
- A557 Ormskirk Road (approaches to the M6);
- B5238 Poolstock Lane;
- B5238 (Wigan-Aspul);

Incomplete inner relief road in Wigan adds to congestion.
Hindley east/west volume. A577 Quality Bus Corridor
Standish M6 north access and other approaches to M6

How could the Local Development Framework respond?
The Corridor 3 Plan sets out an integrated transport and land use planning strategy that will best complement local regeneration and economic growth initiatives. This will help inform the allocation of sites
Supports: delivery of Leigh Guided Busway
Access around Wigan Town Centre (Inner Ring Road)
Improving interchange (Wigan Hub)
Improving East-West linkages
Reducing overcrowding on rail services
Maximising the potential of bus travel
Improving accessibility (Culcheth Ashton Newton and Golborne Study)
Access to employment outside the Borough (Omega and Parkside)
Yellow school buses
Cycling and walking
Enhancing air quality
Improving road safety

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.
Will be useful for more site specific appraisals.

Cross references (General)	Cross references (Topic Reviews)
Transport Innovation Fund Greater Manchester Integrated Transport Strategy Future of Transport White Paper Local Transport Plan 2 and Accessibility Strategy	Communities Economy and Employment Housing

Table D1.12	
Title	**Trends in Population and Transport in the North-west Segment of Greater Manchester**
Proponent body	Association of Greater Manchester Authorities
Status (e.g. statutory, non-statutory)	Advisory
Date produced	November 2004

Why is it relevant to the Local Development Framework?

This report presents population and transport related statistics for the north-west segment of Greater Manchester and describes trends since 1991. It provides essential background statistical information.

Key messages, requirements and objectives

- Car ownership levels have increased across the county and the average number of cars per household remains higher in the north-west (1.01) than in Greater Manchester as a whole (0.97).

Commuting Trends

- Modes of travel for journeys to work are similar in the north-west to Greater Manchester as a whole with over half of all trips being made by car drivers. The proportion of workers travelling by public transport has fallen since 1991 and remains slightly lower in the north-west, where a smaller proportion of people use bus or train, than in the county as a whole.
- The increase in car trips to work is accounted for by an increase in the number of women driving. The number of women driving to work increased by 33% in the north-west and by 35% in GM between 1991 and 2001. The number of men driving to work fell by 5% in the north-west and 4% in Greater Manchester.
- The average distance travelled to work by north-west residents increased by 11% between 1991 and 2001 to 9.0 km. This is higher than the average distance of 8.3 km travelled by Greater Manchester residents.
- 72% of employed residents living in the north-west also work there. This is similar to the proportion in 1991. The proportion of north-west employees travelling to work in the regional centre has fallen from 9.5% in 1991 to 8.5% in 2001. The proportions working either elsewhere within the county or outside Greater Manchester have both increased slightly.

Road Traffic

- Vehicle kilometres travelled on main roads in the NW increased by 20% between 1991 and 2003, similar to the countywide increase of 19%.
- Motorway vehicle kilometres in the NW rose by 38% compared to a rise of 7% on A and B roads between 1991 and 2003.
- The greatest increase in vehicle kilometres in the north-west segment was in light goods traffic which more than doubled on motorways and increased by 13% on A and B roads between 1991 and 2003.
- Goods traffic (other than light goods vehicles) decreased by 11% on north-west motorways and 41% on A and B roads to give an overall fall of 21%.

Public Transport

- Since 1991 rail boarders towards Manchester City Centre increased more in the north-west than in the county as a whole.
- Off-peak rail boarders doubled between 1991 and 2003 compared to a 41% increase countywide.
- Peak period Metrolink boarders towards Manchester City Centre within the north-west segment fell by 8% between 2000 and 2003 compared to a fall of 6% across the whole network. Off-peak Metrolink boarders rose by 3% in the segment compared to a 2% fall across the network.
- The number of bus passenger journeys starting in the NW fell by 7% between 1997 and 2003. There was no fall in GM as a whole.

Travel to Key Centres

- The 4 key centres in the NW segment are Bolton, Bury, Eccles and Wigan.

- Peak period traffic into Wigan has remained constant but has fallen in the off-peak.
- The proportion of people travelling into Wigan key centre by car appears to have increased slightly since 1997.

Road Casualties
- All local target groups are showing improvements on the base figures but progress is slower than desired. There is little difference in casualty trends for motor cycles, pedal cycles, cars, pedestrians and slight casualties between the NW segment and the county as a whole.

Opportunities

There are opportunities for improvement in all areas of sustainable transport.

Issues and constraints

How could the Local Development Framework respond?

These statistics form some of the key evidence for transport patterns in Wigan.

Implications for the sustainability appraisal

A key document for transport and population statistics.

Cross references (General)	Cross references (Topic Reviews)

Table D1.13	
Title	**Culcheth Ashton Newton and Golborne Public Transport Study**
Proponent body	Halcrow
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	June 2005

Why is it relevant to the Local Development Framework?

Cross boundary travel, especially involving three different transport authorities (Merseytravel, Warrington Council and the Greater Manchester Passenger Transport Executive) is always challenging. This study addresses cross boundary issues in an area of Wigan where public transport is not working effectively. The study was broadened to investigate the feasibility of reopening a railway station in Golborne

Key messages, requirements and objectives

Following the publication of the report certain resolutions were undertaken by the Greater Manchester Passenger Transport Authority in December 2006:

It be agreed that Greater Manchester Passenger Transport Executive will work with the study partners to take forward the Culcheth Ashton Newton and Golborne Public Transport Study in relation to the production of an area-wide transport guide, cross-boundary ticketing and infrastructure upgrades.

The development of Golborne Station and, in particular, the provision of a sustainable train service is neither affordable nor deliverable within the constraints of present Department for Transport policy.

The proposals for a dedicated bus-rail link between Golborne and Newton-le- Willows Station be pursued, in partnership with Merseytravel and Northern Rail.

Opportunities

The area-wide transport guide, cross-boundary ticketing and infrastructure upgrades will all improve public transport links in this part of the borough. A dedicated bus-rail service from Golborne to Newton Station will facilitate journeys to Manchester and potential employment opportunities at Parkside and Omega, especially important to the deprived areas in the location.

Issues and constraints

External factors beyond the control of Wigan Council and the Greater Manchester Passenger Transport Executive affect the deliverability of Newton-le-Willows Station as a public transport hub. The timescale for implementation is likely to be lengthy.

The study area is very diverse in nature with deprivation, unemployment and low levels of qualifications. Education, health and job related trips by public transport all difficult and costly due to ticketing changes at boundary changes.

How could the Local Development Framework respond?

The Framework needs to take account of the limitations of public transport in this area, but also secure Section 106 money to aid improvements wherever possible. It also needs to be aware of the impact of major developments outside the Borough.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Will be useful for more site specific appraisals.

Cross references (General)	**Cross references (Topic Reviews)**
Parkside	Communities
Omega	Economy and Employment

Table D2.1	
Title	**Greater Manchester Local Transport Plan 2 Bus Strategy**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	Statutory
Date produced	March 2006
Why is it relevant to the Local Development Framework?	

The Transport Act, 2000 requires authorities prepare a Bus Strategy to set out policies to meet the transport requirements identified with stakeholders and partners, and seeks to ensure that bus services and facilities are provided to a high standard. The Strategy is an integral part of the Local Transport Plan, and is therefore supported by the other policies in the Local Transport Plan.

Key in the integration of land use and transport planning and managing traffic growth.

Key messages, requirements and objectives

- Significant improvements in air quality cannot be achieved without modal shift to bus use
- Contribution towards climate change targets
- Integral to Accessibility Strategy

Opportunities

- It provides a framework in which bus provision in the borough can be developed and enhanced
- Supports modal shift to public transport and increased accessibility
- Promotes greater integration between modes
- Vital in fight against congestion and impact on economic performance
- Buses flexible and responsive to changes in land use patterns
- Potential changes to the bus franchising framework could provide opportunities to control price, frequency and punctuality of services
- Integral to Corridor Partnerships
- Potential for limited stop express services
- Current Quality Bus Corridor programme to be completed by 2008, provides certainty and stability in network and capacity to meet forecast demand
- Role of social needs transport can be enhanced
- Standards of vehicles to be improved
- Real time passenger information to be introduced
- Catalyst for partnership working
- Addresses environmental issues including fuels and emissions

Issues and constraints

- Operating in climate of declining bus use, but helps prevent further decline
- Regulatory framework does not permit the changes to service patterns that would best serve the population
- Statutory Quality Partnership arrangements currently negotiated to secure improvements but depend on good will and Quality Contracts as fall back position difficult to implement
- Ability to subsidise non-profit making services limited
- Congestion impedes reliability and punctuality of services
- Managing transition from existing arrangements.

How could the Local Development Framework respond?
• Important part of transport strategy for borough
• Bus network development needs to respond to and be influenced by any land allocations for economic, housing and leisure development.
• Quality Bus Corridors will help direct development decisions and provide stability in network
• Provides framework in which Section 106 monies sought for further improvements

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
	Communities
	Economy and Employment

Table D2.2	
Title	**Integrated Social Needs Transport Project**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	October 2006
Why is it relevant to the Local Development Framework?	

Work undertaken by the Audit Commission in 2004 culminated in a Best Value Review requiring all local authorities and health agencies to implement efficiencies and investigate the potential for integrating social needs transport services.

Current work in Wigan that responds to the preventative agenda, promotion of independent living and timely discharge from hospital being delivered by adult services and health together. Update reports on Greater Manchester Passenger Transport Authority Service Improvement Sub Committee Agenda.

(Original report not on website)

Key messages, requirements and objectives

This project aims to further enhance the transport options of those who find it difficult to use the conventional public transport network, achieved by matching available transport resources with unmet demand in a cost efficient and easily accessible way.

Opportunities

- May allow for the plugging of transport gaps in the delivery of accessibility planning
- Greater role for Community Transport organisations in providing "missing links" to services.

Issues and constraints

- Complicated to arrange
- Fundamental review of the way transport provision is organised. Lack of precedent.
- Relies on computer based booking procedure

How could the Local Development Framework respond?

- Acknowledge that all "public transport" may not be provided by traditional private sector organisations.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Accessibility Strategy Bus Strategy	Communities

Table D2.3	
Title	**Transport Innovation Fund Bus Strategy, Delivering Through Partnership A Prospectus**
Proponent body	Association of Greater Manchester Authorities
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	July 2007

Why is it relevant to the Local Development Framework?

As part of Greater Manchester's proposed Transport Innovation Fund (TIF) bid, GMPTA/E is developing a new Smart approach to demand management and public transport provision. An essential part of this approach is a step change in the quality and capacity of bus service provision, together with a new integrated approach to fares and ticketing, and supporting financial arrangements to ensure that this step change is delivered equitably, efficiently and cost effectively.

Key messages, requirements and objectives

It is important to ensure that the bus plays its full part in delivering the sustainable economic growth, social inclusion, air quality and carbon footprint management objectives of Greater Manchester's smart charging package approach, as enshrined in the TIF bid. It must not prejudice competition, be sound financially, with agreed principles and timetable.

Opportunities

Buses will play a pivotal role in delivering the public transport dimension to the smart charging strategy. The bus dimension of the strategy, however, is about much more than providing additional capacity. If the package overall is to promote local competitiveness and improve social outcomes, it is essential that the bus also becomes a much more attractive alternative to the private car for a substantial proportion of the journeys affected by the charge. This means the overall bus 'offer' needs to be significantly improved from that which exists today in terms of the scope and scale of the network, the level of integration with other public transport services, journey times, the need for interchange on through centre services, the reliability, frequency and punctuality of services, ticketing and fares and the levels of comfort and cleanliness experienced by the passenger.
The programme of investment means a new interchange, additional yellow school buses and the Leigh Guided Busway in Wigan. Aiming for a 10% increase in bus patronage.

Issues and constraints

How could the Local Development Framework respond?

If bus service provision is aligned to the established economic and spatial planning priorities set out in each corridor it will make delivery of the LDF more achievable.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)

Table D3.1	
Title	**Rail Station Improvement Strategy**
Proponent body	Greater Manchester Passenger Transport Executive
Status (e.g. statutory, non-statutory)	
Date produced	December 2006

Why is it relevant to the Local Development Framework?

The Greater Manchester Passenger Transport Authority has over many years played an important role in influencing and in many cases funding, the improvement of rail stations throughout the conurbations, in conjunction with other industry stakeholders and local authority partners. The Station Priority Study was commissioned by Greater Manchester Passenger Transport Executive and undertaken by Transport Interchange Consultants Limited in 2005. Its purpose was to identify and prioritise appropriate improvement measures in and around the 78 smaller stations in the conurbation. Each station was audited to assess its current facilities and how well it is equipped to fulfil its role. See Table D3.3 below for update.

Key messages, requirements and objectives

The overall objective was to consider how to maximise the modal shift impact of the network and this then led to the prioritisation of stations which had an average usage level of at least 100 passengers using the station in the morning peak each weekday. The major finding of the study is the overwhelming need to upgrade the Security and Information systems within the conurbation. This finding reflects passenger surveys carried out by the Greater Manchester Passenger Transport Executive which also regularly highlight access to information and passenger security as primary concerns for the travelling public.

Opportunities

Priority Stations in Wigan: • Atherton • Bryn • Hindley
Other issues raised:
> • Ince, Orrell and Pemberton were all identified as potential special cases for consideration due to planned local residential development.
> • Gathurst identified as having potential in the medium term due to anticipated adjacent development.

Issues and constraints

Need to maintain momentum as station improvements historically take a long time to achieve on the ground.

How could the Local Development Framework respond?

Station improvements are essential to deliver transport aspirations of Borough. Focusing on existing infrastructure is logical and deliverable place to start.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**

Table D3.2	
Title	Greater Manchester Strategic Rail Study
Proponent body	Department for Transport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	June 2001

Why is it relevant to the Local Development Framework?

This document examines the long term potential for the strategic development of rail services in Greater Manchester, within the context of the Government's integrated transport policy. It helps in the understanding of what service improvements would be required to deliver significant increases in patronage necessary in this area. Strategy designed to be flexible to accommodate changing priorities and circumstances.

Key messages, requirements and objectives

Passenger numbers on the local network in Greater Manchester are growing by 32% in the baseline scenario by 2010, with trips to Manchester Airport increasing by 56%.
Committed network upgrades would result in a 50% increase in passenger boardings at Greater Manchester stations and a 63% increase in passenger kilometres by 2010. Passenger boardings would increase by 95% in the period to 2020 and passenger kilometres by 146% relative to the present day situation.
There is potential for a 50% increase in the number of freight trains operated by 2005 and 80% by 2010.

Opportunities

If certain problems can be solved opportunities for service improvements increase in the Wigan area:

- Junction conflicts at Ordsall Lane, where Victoria-Liverpool and Piccadilly-Bolton/Wigan services cross; and
- Platform availability at Salford Crescent and Victoria.

These constraints apply only to the number of services that can be operated. Longer trains can still increase passenger capacity.

Identifies priority route for tram-train on Wigan via Atherton route with possible extension to Kirkby/Skelmersdale. Feasibility study requiested. Seen as medium term to 2010.

Desire to create improved bus-rail interchanges, especially at Atherton.

Development of key interchange at Wigan.

Acknowledges role rail plays in regenerating Wigan.

Can relate to land use changes in the Borough.

Issues and constraints

- service reliability;
- quality of trains and stations; and
lack of integration with other transport facilities.

How could the Local Development Framework respond?

Be aware that rail improvements take a long time to be implemented, but development opportunities can enhance deliverability through Sectiojn 106 contributions and improved business plan profiles.

Impact on development options for Wigan/Atherton/Kirkby if made tram-train would be considerable. Would also help to grow rail patronage and reduce car use.

Implications for the sustainability appraisal

Cross references (General) (General)	Cross Reference (Topic Reviews)
A New Deal for Transport	

Table D3.3	
Title	**Rail Issues Paper**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	Committee Reoprt
Date produced	February 2008
Why is it relevant to the Local Development Framework?	

Provides an update on the work examine the possibility of developing a rail station at Golborne, and covers the work that is being carried out to implement the Station Improvement Strategy, aimed at improving facilities at 48 rail stations across the conurbation.

Key messages, requirements and objectives

A study was commissioned in 2004 into transport issues around the Culcheth, Ashton, Newton-le-Willows and Golborne areas (the CANGo Study) which contained a detailed investigation into the viability of a rail station at Golborne. It found that although the development of a station at the location would be technically possible, construction costs of between £2m and £5m, and operating costs of just under £2million a year would far outweigh the revenues generated, and that the scheme could not be developed without significant funding and on-going subsidy from the GMPTA, Wigan MBC, or central Government. At a time of declining rail patronage and investment it was concluded a station could not be supported.

However, since this time, DfT policy has changed, rail patronage in Manchester and across the rest of the country has continued to grow, the Government has committed itself to increasing capacity on the network, and there is increased confidence in the role that the railways can play in delivering a sustainable transport infrastructure. With the TIF bid the prospects of opening a station in Golborne have been revitalised.

It was further reported in October 2008 that LTP resources should be used to support this initiative subject to the approval of the TIF strategy. Officers will continue to press the Department for Transport to ensure that the rail services to underpin the new station are allocated within the new franchise arrangements in 2013.

Opportunities

This gives an opportunity for greater connectivity to Manchester by public transport for residents in the south of the borough.

Orrell will see station improvements (safety, security and passenger information) in advance of TIF (2007/08). £20,000 has been secured as part of a section 106 agreement for this station. Hindley and Atherton follow, and Bryn, Gathurst, Ince and Pemberton to follow.

Issues and constraints

Lead in times for rail related projects are always lengthy. There is a possibility the TIF investment will not proceed following the public vote.

How could the Local Development Framework respond?

Enhanced public transport connectivity will aid delivery of economic and social components of the plan.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table D4.1	
Title	**Progress on Right of Way Improvement Plans**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006

Why is it relevant to the Local Development Framework?

Section 60 of the Countryside and Rights of Way Act (2000) requires Local Authorities to publish Public Rights of Way Improvement Plans by November 2007.

Each Rights of Way Improvement Plan will contain details of how the current rights of way network is likely to meet current and future needs, as well as a 10 year plan of future actions to improve the accessibility of the network with regards to different user groups including pedestrians, cyclists, horse riders, people with disabilities and users of powered vehicles etc. The Rights of Way Improvement Plans will also complement the developing Transport Asset Management Plans. They will help in the delivery of integrated transport improvements that reduce reliance on the car, especially for short journeys and meet accessibility targets.

Key messages, requirements and objectives

- In Wigan a Milestones Statement has been produced and Highways User Group set up.

Opportunities

- Helps reduce the impact of environmental damage caused by transport.

Issues and constraints

- Funding available for improvements
- Congestion elsewhere turning one quiet country roads into unpleasant and dangerous places for walkers, cyclists and equestrians.

How could the Local Development Framework respond?

- Highways User Group is an important consultee

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Transport Asset Management Plans Walking and Cycling strategies Health issues Heritage	Landscape, Townscape and Buildings

Table D4.2	
Title	**Greater Manchester Cycling Strategy**
Proponent body	Greater Manchester Authorities and Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	Statutory
Date produced	April 2006

Why is it relevant to the Local Development Framework?

The Cycling Strategy forms part of the Greater Manchester Local Transport Plan. It covers cycling's role in providing a mode of transport in Greater Manchester.

Since Local Transport Plan 1, the emphasis in transport policy has shifted over the last few years, to focus more on outcomes (the four major priority areas being congestion, road safety, air quality and accessibility) and also the link between transport and health. Cycling can play a significant role in tackling each of these areas.

Key messages, requirements and objectives

The objectives of the Greater Manchester Cycling Strategy are:

(a) To increase the opportunities for cycling, with priority given to

- Key centres, employment, education, healthcare and community facilities;

- Routes from deprived areas;

- New or less confident cyclists, especially by increasing safety.

(b) To increase the number and proportion of trips wholly or partially made by cycle, especially where this involves a modal shift from car use.

The Policies include:

1. Target journeys and groups – Cycling to education, work, shops, leisure amenities or those involving a rail or Metrolink stage. Work is proposed to focus on town, local and neighbourhood centres; schools; higher education sites; large employment areas and the National Cycle Network

2. Integration between strategies – Ensure Local Authorities incorporate provision for cyclists and cross reference with other policy areas.

3. Integration between modes – Improve safe interaction of cycling with other modes of transport.

4. Land use and development – To ensure that Development Control allows and encourages people to cycle.

5. Cycle Infrastructure – Provide coherent, safe, high quality local cycle networks and facilities.

6. Maintenance – To maintain cycle facilities to a good standard.

7. Promotion and education – To promote, along with partners, cycling, cycle facilities and safe highway behaviour.

8. Partnerships and consultation – To strengthen partnerships with other public bodies, commercial organisations and voluntary bodies in order to promote and cater for cycling.

9. Resources – To identify and target resources strategically in line with their local cycling strategies to address problems in a cost effective manner.

For effective Performance Management, a number of indicators have been identified which should be monitored. An Action Plan is also included which for Wigan identifies two 'Cycle Investment Sites', being National Cycle Network Routes and Wigan Smarter Choices (John Rigby College).

Opportunities

That the Wigan Cycling Strategy be revised with the objectives of this document in mind.

Also, the overriding objective of the document should be incorporated into the transport section of the

Local Development Framework which is to focus on outcomes (the four major priority areas being congestion, road safety, air quality and accessibility).

Issues and constraints
Action Plan for Wigan is severely limited and does not include some more important strategic opportunities. By 2010/11 there is a requirement to increase the levels of cycling by 6% (on 2003/4 levels).

How could the Local Development Framework respond?

Implications for the sustainability appraisal
Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
	Communities Environment, Natural Resources and Pollution

Table D5.1	
Title	**Greater Manchester Parking Standards**
Proponent body	Greater Manchester Passenger Transport Authority
Status (e.g. statutory, non-statutory)	
Date produced	March 2006
Why is it relevant to the Local Development Framework?	
Provides a common framework to allow each local authority to interpret to suit local needs. Informed the Parking Standards given in Appendix 9 of the Unitary Development Plan.	
Key messages, requirements and objectives	
Parking standards are an essential tool in managing demand for transport	
Opportunities	
•	
Issues and constraints	
• Car parking demands reflect success of policies to reduce reliance on the car and modal shift.	
How could the Local Development Framework respond?	
• Build on and adapt standards already used.	
Implications for the sustainability appraisal	
Not a key document for broad appraisal. Provides background information.	
Cross references (General)	**Cross references (Topic Reviews)**
Unitary Development Plan appendix 9	

Table D5.2	
Title	**Principles of the Greater Manchester Passenger Transport Executive Park and Ride Strategy**
Proponent body	Greater Manchester Passenger Transport Executive
Status (e.g. statutory, non-statutory)	
Date produced	January 2003

Why is it relevant to the Local Development Framework?

Park and Ride may have a role to play in serving key centres of economic activity. In Greater Manchester these are the regional centre, main town centres, the airport and major sporting venues. Park and Ride services may be bus, rail or tram.

Key messages, requirements and objectives

Individual schemes will be considered on their merits and, except in cases of direct duplication of existing public transport services, should not be barred on the grounds of competition with existing public transport provision.

Opportunities

In planning enhanced or new Park and Ride facilities the potential for access to the site by all means of transport – walk, cycle, bus, car drop-off / pickup – should be considered.

The success of a scheme will be assessed on overall performance in terms of both positive and negative impacts, including assessments of user benefits, environmental, social and economic effects and the financial implications.

The primary purpose of expanded rail-based Park and Ride facilities would be to serve the regional centre. It would also be positive if such facilities could enhance access to town centres.

When considering options for rail-based Park and Ride, there should be a presumption in favour of expanding and / or improving existing rail station car parks as against the provision of entirely new sites.

Issues and constraints

The success of a scheme will be assessed on overall performance in terms of both positive and negative impacts, including assessments of user benefits, environmental, social and economic effects and the financial implications.

Bus-based Park and Ride needs to be assessed in the context of town centre car parking and demand management policies.

Long / medium distance bus-based Park and Ride to the regional and town centres should only be considered in circumstances when in-vehicle time is competitive with the car.

How could the Local Development Framework respond?

Identification of potential sites.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
	Economy and Employment

Table D6.1	
Title	**Greater Manchester Freight Strategy (5ᵗʰ Draft)**
Proponent body	Greater Manchester Passenger Transport Executive
Status (e.g. statutory, non-statutory)	
Date produced	

Why is it relevant to the Local Development Framework?

Efficient freight movement is vital if the regional economy is to be supported and yet further growth in traffic levels, journey times will become more variable, and hence deliveries are likely to be less predictable.

- 3M tonnes of rail freight originate in Greater Manchester per annum
- 2.8M tonnes of rail freight are received in Greater Manchester per annum

Key messages, requirements and objectives

Greater Manchester needs to seek proactively the transfer of freight from road to rail, using modal transfer facilities, innovative development and more network capacity.

The emphasis in the Local Transport Plan has been on public transport, management of traffic, walking and cycling. Freight has received much less attention, but Government expects transport planning activity to include it.

Specific large industries such as Heinz at Wigan are identified as key contributors.

Opportunities

Rail freight terminals operate at a large scale, and if they are to work efficiently, the road distribution element must be properly catered for.

Within the context of Regional Planning Guidance, and with input from the North West Regional Freight Strategy, to promote efficient, safer and environmentally friendly freight movement in Greater Manchester, review existing environmental safeguards, and address the need for improved efficiency and environmental performance, in the context of existing conditions and those likely to arise as a result of increasing traffic growth on the County's transport network.

Define the network and identify the main delay points and opportunities for improvement.

Ensure primary route network properly defined and signed.

Issues and constraints

The environmental impact of freight needs to be addressed, particularly in terms of local access, deliveries and parking. The lives of the public can also be significantly affected in some circumstances by heavy goods vehicle road safety issues and traffic severance effects.

Issues of journey time reliability on many routes.

As traffic levels grow, so the situation becomes more finely balanced, such that even minor disruptions can have a significant impact in terms of delay.

Owing to the mix of employment and residential uses, which has its origins in the original juxtaposition of factories mills and housing within one community, the final route to the 'factory gate' is liable to have environmental problems, which can colour the public attitude to freight movement.

The problem in drawing up an acceptable freight strategy is the apparent paradox between public attitudes towards freight and their consumer expectations.

Importance of M6 to Wigan and impact that delays have further south in affecting access to Wigan for freight and all road users.

Impact of home delivery schemes.

How could the Local Development Framework respond?

The agreed elements of the North West Regional Freight Strategy need to be implemented locally.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Greater Manchester Freight Study Freight Quality Partnership	Economy and Employment

Table D7.1	
Title	**Manchester Airport Master Plan to 2030**
Proponent body	Manchester Airport
Status (e.g. statutory, non-statutory)	Non-Statutory
Date produced	December 2006

Why is it relevant to the Local Development Framework?

Manchester Airport is one of the key drivers of regional economic growth and the benefits of aviation and meeting customers needs must be achieved in a responsible way. It is the only global gateway to Northern England, serving 22 million passengers every year and employing 19,000 people. The Airport and the North West Region depend on each other to succeed. The Master Plan details how the Airport will implement national aviation policy. It comprises: a Ground Transport Strategy; Land Use Plan; Environment Plan; and a Community Plan.

Key messages, requirements and objectives

- Environmental impacts must be managed
- The positive and negative impacts of growth must be dealt with.
- Work with partners to secure more investment in region's transport network.
- Expansion at Manchester provides the greatest regional benefits because it is the international gateway for the whole of northern Britain.

Opportunities

- Brings new services, jobs, business, tourism and leisure opportunities.
- Wigan has direct rail connections to the airport from Wallgate and Hindley stations.

Issues and constraints

- Modern economy built on knowledge, Wigan must improve this sector to benefit fully
- Transport infrastructure currently unable to respond to increased demand
- Maintaining accessibility in the light of increasing congestion

How could the Local Development Framework respond?

- Economic development opportunities to presence of Airport
- Enhance transport links

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross reference (Topic Reviews)**
Northern Way Strategy North West Regional Strategy Manchester City Region Development Programme	Economy and Employment

Table D7.2	
Title	**Liverpool Airport Master Plan to 2030**
Proponent body	Liverpool John Lennon Airport
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	November 2007
Why is it relevant to the Local Development Framework?	
Over the last ten years Liverpool John Lennon Airport (JLA) has been one of the UK's fastest growing airports with an annual turnover now in excess of five million passengers. JLA has become a key asset for Merseyside and the North West region and can play a role in the economic wellbeing of Wigan.	
Key messages, requirements and objectives	
Liverpool Airport increases the range of destinations and services available to Wigan residents and businesses, ensuring it is an attractive place to invest.	
Opportunities	
The link with Liverpool ports offers good opportunities for freight transport in and out of the region.	
Issues and constraints	
Liverpool Airport is not very accessible from Wigan by rail for passengers, although road links are good.	
How could the Local Development Framework respond?	
• Economic development opportunities provided by presence of Airport • Enhance transport links to Merseyside	
Implications for the sustainability appraisal	
Cross references (General)	**Cross Reference (Topic Reviews)**

Table E1.1	
Title	**Wigan Replacement Unitary Development Plan – Chapter 10 Accessibility Policies**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	Statutory
Date produced	April 2006

Why is it relevant to the Local Development Framework?

These policies form the basis of continuing work to develop transport policies that meet the needs of the Borough. Policies include:

Accessibility, Transport Assessments, Travel Plans, Access for All, Walking, Cycling, Bus Provision – New Development, Physical Improvements to Bus Network, Leigh, Ellenbrook, Manchester Public Transport Corridor, Rail Infrastructure, Integration of Wigan Rail Stations, Taxis – New development, Freight ht – New Development, Strategic Route Network, Major Highway Schemes, Highway Access – New Development, Parking in New Development, Park and Ride, Improving Access to Support a Sustainable Pattern of Settlement.

Key messages, requirements and objectives

The transport policies seek to promote greater travel choice, reducing dependency on the car and promoting walking and cycling in line with Local Transport Plan 2.

- Transport essential to economic and social success of the Borough

Opportunities

- Policies saved until new ones brought forward
- Travel Plans Supplementary Planning Document
- Air Quality Supplementary Planning Document
- Policy A1U Improving access to support a sustainable pattern of settlement
- Appendix 9 – Car Parking Standards

Issues and constraints

- Policies not able to keep up with changing legislation and government advice
- External factors influence transport policies such as fuel price and availability and advances in vehicle technology
- Most of transport policy not formulated at local level

How could the Local Development Framework respond?

- Take current policies forward
- Respond to changing policy context regionally and nationally

Implications for the sustainability appraisal

- Transport forms a major part in meeting various targets in terms of pollution reduction, congestion, quality of life, accessibility etc.
- Transport a key sustainability objective for the appraisal framework.

Cross references (General)	**Cross references (Topic Reviews)**
Local Transport Plan 2 Regional Spatial Strategy Parking Strategy	

Table E1.2	
Title	**Wigan Unitary Development Plan Inspector's Report – Chapter 10 Accessibility Issues**
Proponent body	Planning Inspectorate
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	August 2005
Why is it relevant to the Local Development Framework?	

This report considers all the objections received and therefore provides useful background information and evidence in support of the course of action subsequently followed by the Council. All the Inspector's recommendations to the Accessibility policies were accepted by the Council. The report is most useful in the reasoning it gives especially on polices concerning rail infrastructure and major highways schemes. These can be used in development of future policy.

Key messages, requirements and objectives

The main areas receiving objections related to the requirement of offsite provision for walking cycling, bus provision and taxi provision; the scope for Quality Bus Corridors between Wigan and Warrington and Leigh and Salford via Astley; the integration of the Wigan rail stations, the development of Golborne Station and powers available to the local planning authority; the Strategic Route Network and its definitions; major highway schemes: A5225 and the effect on the achievement of a sustainable pattern of settlement, the consideration of other options, the effect on the level of traffic on adjacent elements of the highway system, the effect on the environment, the prospects for funding the scheme, the likelihood the scheme will commence within the plan period and the merits of related development opportunities.

Ashton Northern Bypass and the prospects that the policy will achieve its stated objectives, the implications for the Trunk Road network, the prospects for land assembly and securing the necessary financial resources.

Parking in new development, the encouragement of reduced parking provision and the relevance of maximum car parking standards. Park and Ride

Opportunities

- Gives history and background to A5225 and justification that road proposals are needed to unlock land for employment development
- Acknowledges that improvements to sustainable forms of transport (walking, cycling and buses) difficult on congested road network.
- Removal of inappropriate vehicle movements from the highways network, especially freight
- Policy A1U developed in response to the removal of the provision for safeguarding land for the construction of A5225

Issues and constraints

- Funding required for all proposals and timescales do not always coincide.
- Must demonstrate any road proposal not contrary to the plan

How could the Local Development Framework respond?

Implications for the sustainability appraisal

Sustainability appraisal will inform Environmental Impact Assessments, which are required for all major highways developments.

Cross references (General)	**Cross references (Topic Reviews)**
Regional Spatial Strategy Local Transport Plan 2	

Table E1.3	
Title	**Wigan Local Development Framework Annual Monitoring Reports (Transport Perspective)**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	Statutory
Date produced	Annually in November

Why is it relevant to the Local Development Framework?

Monitoring is crucial to the successful delivery of local development frameworks. It helps authorities to understand the main social, environmental and economic issues affecting their areas and the key drivers of spatial change. The Planning and Compulsory Purchase Act 2004 and associated regulations require authorities to produce Annual Monitoring Reports.

Key messages, requirements and objectives

Gives key statistics in the Borough (including car ownership) and Core Indicators. On transport these include:

Amount of new residential development within 30 minutes public transport time of:
- General Practitioners;
- a hospital;
- a primary school; a secondary school;
- areas of employment;
- major retail centres.

Developments complying with parking standards.
These are no longer required as core indicators but contine to be reported as local indicators and for RSS purposes.
Also monitors Unitary Development Plan Accessibility Policies (A) Travel Plans approved, general traffic on A and B roads, increase in numbers of cycling trips, increase in number of walking trips, Quality Bus Corridors implemented, Leigh Guided Busway implemented, Golborne Railway Station implemented, Wigan Rail Stations implemented, major highway schemes implemented

Opportunities

Issues and constraints

How could the Local Development Framework respond?

The Local Development Framework will need to continue to monitor accessibility issues and the current Annual Monitoring Report will help inform the issues and options stage.

Implications for the sustainability appraisal

Make links to the appraisal monitoring arrangements.

Cross references (General)	**Cross references (Topic Reviews)**

Table E1.4	
Title	**Wigan Transport Infrastructure Fund Delivery Map**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	
Date produced	May 2007
Why is it relevant to the Local Development Framework?	

This map shows the range of schemes that have been completed and committed and also those yet to be developed. It includes locations for:

- Quality Bus Network funded by the transport infrastructure fund and the Quality Bus Network funded elsewhere
- Pedestrian and cycle network
- Road and junction improvements
- Station improvements
- Town Centre enhancements
- Yellow school bus sites
- Demand Responsive Travel

Key messages, requirements and objectives

Opportunities

Issues and constraints

How could the Local Development Framework respond?

This will help inform the accessibility status of proposed sites and help in the development of a more comprehensive public transport network.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	**Cross references (Topic Reviews)**
Quality Bus Network Map (Table E2.1)	

Table E1.5	
Title	**Annual Transport Statistics**
Proponent body	Association of Greater Manchester Authorities / Greater Manchester Transportation Unit
Status (e.g. statutory, non-statutory)	Advisory
Date produced	Annually July/August
Why is it relevant to the Local Development Framework?	

These reports focus on transport statistics for Wigan and compare them to those for Greater Manchester where appropriate. They includes:
• lists and diagrams of traffic flows on major road links
• summaries of traffic profiles at automatic traffic counter sites
• diagrams showing road accident locations by type of accident

Key messages, requirements and objectives

Key Facts

• Wigan has a population of 306,700 and covers an area of 188 square kilometres.

• There are 1,124 km of road consisting of 17 km motorway, 117 km A road, 56 km B road, 68 km other classified road and 866 km unclassified road.
Other facts monitored change annually:

• The average daily flow per kilometre on A roads and 11,700 on B roads.

• Killed or seriously injured accidents.

• Wigan's award through the Local Transport Plan process for integrated transport and maintenance.

Traffic Flows (2006 figures given)

• The highest estimated 24-hour Annual Average Weekday Traffic flow was 135,800 vehicles on the M6 between Junctions 24 and 25.

• The busiest all-purpose road was the A49 Wallgate where the estimated 24-hour Average Weekday Traffic flow reached 49,700 vehicles on the stretch west of Pottery Road.

• This site also had the highest 12-hour pedal cycle flow with 209 cycles recorded between 07:00 and 19:00.

• The average 12-hour A and B road pedal cycle flows in Wigan are 61 and 49 cycles respectively, lower than the Greater Manchester averages of 85 and 86.

Traffic Growth

• 24-hour weekday flows on motorways in Wigan decreased by 2% between 2005 and 2006 compared to a 1% increase in Greater Manchester.

• 12-hour weekday flows on A and B roads in Wigan decreased by 1% between 2005 and 2006 compared to no change in Greater Manchester.

• Since 1993, traffic flows on A and B roads in Wigan have increased by 5% compared to 2% in Greater Manchester and 6% nationally.

Annual Vehicle Kilometres

• 552 million vehicle kilometres were travelled on motorways, 712 million on A roads and 240 million on B roads.

• Motorways, A roads and B roads in Wigan carried 12% of the major road traffic in Greater Manchester on 14% of the major road network.

Traffic Composition

• Motorways: 72% cars, 14% light goods vehicles and 13% other goods vehicles.

• A roads: 78% cars, 14% light goods vehicles and 4% other goods vehicles.

• B roads: 82% cars, 12% light goods vehicles and 2% other goods vehicles.

• There was a greater proportion of goods traffic on motorways in Wigan than in Greater Manchester as a whole.

Rail Patronage

• The number of boarders travelling inbound to Manchester in 2005 was 3,937 in the peak (07:30-09:30) and 3,133 in the off-peak (09:30-13:30). These figures represent increases of 1% and 29%

respectively since 2005.

Bus Mileage

• 7.0 million bus miles were operated in Wigan in 2006. This was 3% less than in 2005, but 55% higher than the pre-deregulation level.

• Wigan accounted for 10% of Greater Manchester bus mileage. 19% of the bus miles were subsidised as opposed to 20% in Greater Manchester.

Key Centre Monitoring

• The number of vehicles crossing the cordon into Wigan town centre in 2006 was 3,068 in the morning peak, 3,105 in the off-peak and 2,341 in the evening peak.

• This represents decreases of 13%, 20% and 15% respectively on car numbers in 1997.

• The modal share in 2006 was 39% car and 61% non-car in the morning peak, 38% car and 62% non-car in the off-peak and 43% car and 57% non-car in the evening peak.

• Between 2002 and 2005 car trips have decreases but non-car trips have increased. Trips overall have increased slightly in the peak periods, but decreased in the off-peak.

Road Traffic Casualties

• The total number of accidents in Wigan was 909 in 2006, 33% lower than the base years (1994-1998) and 1% lower than in 2005.

• The total number of casualties in Wigan was 1281 in 2006, 32% lower than the average of the base years (1994-1998) and 1% higher than in 2005.

• The 2004-2006 three-year average number of killed and seriously injured casualties for 2005 was 22% below the base.

• The 2004-2006 three-year average for 2005 for child killed and seriously injured casualties was 38% below the baseline average.

• Slight casualties in 2006 were 32% below the baseline average.

Congestion

• The most congested time of day on A roads (with a 30mph speed limit) was between 08:30 and 08:45 with average speeds of 14.3 mph.

• The most congested time of day on B roads (with a 30mph speed limit) was between 08:45 and 09:00 with average speeds of 16.0 mph.

• The most congested routes in the morning peak (08:00-09:00) were in and approaching Wigan town centre, in Atherton and approaching the A580 in Golborne.

Opportunities
Analysis of these figures is crucial to the emerging Transport Srtategy and help to identify the areas of the borough most in need of intervention.

Issues and constraints
Casualty figures, although below target, still provide cause for concern. Cycling rates remain low. Traffic levels are relatively stable in Wigan and in Greater Manchester as a whole.
Wigan has its proportional share of bus miles and slightly less subsidy than Greater Manchester as a whole.
Large increase in off peak rail travel.
The most congested roads are those approaching Wigan, Atherton and the A580 in Golborne.

How could the Local Development Framework respond?
The Framework needs to take these statistics into account.

Implications for the sustainability appraisal
Key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
Annual Monitoring Report Regional Spatial Strategy Monitoring Report	

Table E1.6	
Title	**Wigan Public Transport Schemes**
Proponent body	Faber Maunsell for Wigan LTP Delivery Support Group
Status (e.g. statutory, non-statutory)	Advisory
Date produced	December 2008

Why is it relevant to the Local Development Framework?

Faber Maunsell were commissioned in August 2008 to review Public Transport infrastructure and services within Wigan metropolitan borough in Greater Manchester, and provide recommendations for network improvement. This study has been undertaken to identify a short-list of public transport priorities for improving the existing network in such a way that it benefits not just the borough and the wider metropolitan area but adjacent local authorities and public transport operators with strong links within Wigan.

Key messages, requirements and objectives

Wigan receives £3.5 million per year until 2011 from the Transport Infrastructure Fund (TIF) as compensation for the fact that it does not benefit from funding proposed to be spent on Greater Manchester's 'Metrolink' light rail system – this is known as 'Little TIF' funding.

In order to gauge the levels of connectivity by public transport between the main district centres in Wigan and other regionally important destinations, a method of comparison was devised between car and public transport journey times. Graphs were produced for journeys originating in Wigan, Leigh, Hindley, Ince, Ashton-in-Makerfield, Golborne, Platt Bridge, Pemberton, Standish, Tyldesley and Atherton. Journeys to the main north west regional centres of Manchester, Liverpool, Preston and Warrington were compared as well as journeys to the lesser regional centres of Bolton, St Helens, Kirkby, Skelmersdale, Ormskirk, and Southport. The large employment area of Birchwood near Warrington was also reviewed in terms of connectivity from Wigan district centres. The graphs confirm that public transport journey times compare favourably with car journey times in the case of Wigan Town Centre, however the following graph highlights that this is not the case for some of the lesser centres within the borough. In general the furthest removed of the district centres suffer the worst from **delays caused by interchange** in Wigan with Atherton, Tyldesley, Standish, and Ashton-in-Makerfield scoring poorly.

Pie charts showing modes of transport used in different towns to get to work.

Identification of potential bus route enhancements, ticketing and timetabling (joint bus and rail) improvements and acknowledgement of CANGo area initiative.

Identification of possible park and ride schemes base on rail and road.

Opportunities

Involvement of key stakeholders in cross boundary transport issues.

Identifies a whole range of projects that could improve public transport provision, many of which are not feasible.

Issues and constraints

Public transport constraints are complicated and a mix of solutions will be required to secure change.

How could the Local Development Framework respond?

Provides good evidence for prevailing public transport issues and helps to identify possible ways forward.

Implications for the sustainability appraisal

Cross references (General)	Cross Reference (Topic Reviews)

Table E2.1	
Title	**Wigan Quality Bus Network Map**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	
Date produced	April 2007
Why is it relevant to the Local Development Framework?	

This map shows the Quality Bus Corridors that are operational, under construction and proposed. It also includes the Leigh Guided Busway as a proposal.

Key messages, requirements and objectives

Opportunities

Issues and constraints

How could the Local Development Framework respond?

This will help inform the accessibility status of proposed sites and help in the development of a more comprehensive public transport network.

Implications for the sustainability appraisal

Not a key document for broad appraisal. Provides background information.

Cross references (General)	Cross references (Topic Reviews)
Transport infrastructure fund delivery map (Table E1.4)	

Table E4.1	
Title	**Wigan Council Walking Strategy**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	November 2003

Why is it relevant to the Local Development Framework?

The Wigan Walking Strategy is the primary document guiding walking policy in the Borough.
While the strategy is currently being updated and revised, the aims and objectives contained in the original document will remain generally the same. The aim of the strategy is to provide a connected, comfortable, convenient, convivial and conspicuous walking environment within Wigan borough in order to increase the number of people making journeys on foot rather than motor vehicles.

The purpose of the strategy is to make walking in Wigan a desirable activity and to take its place in a sustainable transport system. It is noted that walking is the key to sustainable travel both in its own right and as a means of interchange with other modes.

Key messages, requirements and objectives

The key objectives of the strategy are:

- To encourage everyday functional and recreational walking in order to encourage healthier life style, improving the environment and reduce energy consumption;

- To develop a transport infrastructure that makes walking safer, more convenient and attractive;

- To ensure the needs of pedestrians are integrated into the Council's planning and funding process;

- To promote the benefits of walking, develop a pedestrian friendly culture and change attitudes amongst road users;

- To enable representation from all sections of the community that have an interest in the enhancement of the pedestrian environment and to the development of pedestrian policies and plans;

- To provide a framework for production of an action plan to address walking issues and to use as a tool to seek resources for implementation of the plan;

- To provide guidance to developers, and to strengthen policies for pedestrian provision within new developments; and

- To ensure, through land use planning, the major developments are within easy access to pedestrians.

Opportunities

- To significantly increase walking as a viable means of transportation from existing base level; and
- Take advantage of the benefits which this may bring including reduced road congestion, reduced carbon emissions, improved health and greater accessibility.

Issues and constraints

- Unclear if there has been consistent monitoring of cycling in the Borough, as such it is difficult to measure the success or not of the document or obtain an accurate baseline;
- Promotion and change in mindset may be difficult.

How could the Local Development Framework respond?

Ensure that the main objectives and aims of the strategy are included in the relevant areas of the Local Development Framework.

Implications for the sustainability appraisal

Promote walking through the appraisal framework.

Cross references (General)	**Cross references (Topic Reviews)**
	Communities

Table E4.2	
Title	**The Bridleway Strategy**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	2007
Why is it relevant to the Local Development Framework?	
Opportunities to secure improve and extend the network are being sought.	
Key messages, requirements and objectives	
The purpose of the strategy is to identify ways to improve and increase the facilities available for horse riders.	
Opportunities	
The Unitary Development Plan recognises horse riders as vulnerable road users and gives them a place in the hierarchy of road users accordingly.	
Issues and constraints	
How could the Local Development Framework respond?	
A systematic approach will benefit other areas such as health and recreation. Suitable routes could be identified on the infrastructure Development Plan Document.	
Implications for the sustainability appraisal	
Sustainable transport to be a key part of the sustainability appraisal framework.	
Cross references (General)	**Cross references (Topic Reviews)**
	Communities

Table E4.3	
Title	**Wigan Cycling Strategy**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	Advisory
Date produced	November 2003

Why is it relevant to the Local Development Framework?

The Wigan Cycling Strategy which was adopted in 2002 is the primary document guiding cycling policy in the Borough.

While the strategy is currently being updated and revised, the aims and objectives contained in the 2002 document will remain generally the same. The strategy tackles two broad issues which are:

1. The development of a cycle-friendly transport infrastructure and facilities; and
2. The need to change attitudes to enhance both potential cyclists and other road users.

Key messages, requirements and objectives

The key objectives of the Strategy are noted as being:

1. To encourage utility and recreational cycling to encourage healthier lifestyles, improve the environment (by reducing pollution and traffic congestion) and reducing energy consumption;

2. To develop a transport infrastructure which makes cycling safer, more convenient and attractive;

3. To ensure the needs of cyclists are integrated into the Council's planning and funding processes;

4. To promote the benefits of cycling, develop a cyclist friendly culture and change attitudes among road users;

5. To facilitate collaborative arrangements which attract a representative input (from all sections of the cycling community) to the development and implementation of cycling policies and plans;

6. To encourage the development of mutually supportive links between utility, leisure and sporting cyclists; and

7. To seek resources to implement the strategy over a reasonable timescale.

In support of its key objectives, the Council will pursue policies and undertake programmes of work covering cycle route development and maintenance, cycle security, promotion and encouragement and liaison with the cycling community and resources.

Linked to the Cycling Strategy is a detailed Action Plan which identifies the works needed to cycling network in the Borough.

Opportunities

- To significantly increase the use of the bicycle as a viable means of transportation from existing base level; and
- Take advantage of the benefits which this may bring including reduced road congestion, reduced carbon emissions, improved health and greater accessibility.

Issues and constraints

- Over 75% of all car journeys are less than 5 miles with half less than 2 miles. Yet nationally less than 2% of trips are made by cycle. The figure for trips within Wigan Borough is similar. This compares with Germany (11%), Denmark (18%) and Holland (27%) – places which are not significantly different in climate compared with the UK and generally have higher car ownership.

- People generally have positive views on the benefits of cycling but they have concerns about traffic danger, personal and cycle security and their own abilities as cyclists. For many cycling to work also creates image problems.

- The document was produced in 2002 and has not been updated since to reflect new developments to the cycling network and new thinking; and

- Unclear if there has been consistent monitoring of cycling in the Borough, as such it is difficult to measure the success or not of the document.

- The lack of a dedicated Cycling Officer. Currently duties are divided between Engineering and Planning; and
- Lack of information to obtain an accurate base line from which to measure improvements to cycling usage.

How could the Local Development Framework respond?
Including the major objectives of the Cycling Strategy as part of the Local Development Framework. Provide specific standards which should be met in all new developments.

Implications for the sustainability appraisal
Sustainable transport to be a key part of the sustainability appraisal framework.

Cross references (General)	Cross references (Topic Reviews)
Wigan Unitary Development Plan, Local Agenda 21 Greater Manchester Local Transport Plan Greater Manchester Cycle Strategy Regional Planning Guidance for the North West Transport White Paper, 'A New Deal for Transport: Better For Everyone' 1998 National Cycle Strategy	Communities

Table E5.1	
Title	**Wigan Congestion Study**
Proponent body	Greater Manchester Transportation Unit Report 1192
Status (e.g. statutory, non-statutory)	
Date produced	September 2006
Why is it relevant to the Local Development Framework?	

This report was commissioned by Wigan Council to assess the level of congestion on Wigan's roads and identify hotspots. An understanding and assessment of the level of traffic flow and understanding the demands for movement in and through Wigan are required to plan for the appropriate transport response.

Key messages, requirements and objectives

Gives an understanding of congestion and traffic flow, identifies hotspots, insight into demands for movement in and through Wigan. Looks at trip length analysis, composition of traffic, car occupancy, origin-destination analysis, origin and destination journey purpose, speed data.

Opportunities

Understanding how and why people are moving about the borough essential.

Issues and constraints

How could the Local Development Framework respond?

Essential for the planning of suitable sites for development and associated transport improvements required. Congestion modelling forms a major part of the site selection process and the suitability of sites to be developed for certain uses.

Implications for the sustainability appraisal

Provides background information. Make use of relevant information for the baseline and monitoring sections.

Cross references (General)	Cross references (Topic Reviews)

Table E5.2	
Title	**Wigan Sustainable Employment, Regeneration and Transport Corridor: Alternative Options Study**
Proponent body	Atkins
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	October 2006

Why is it relevant to the Local Development Framework?

This report commissioned by Wigan Council in February 2006 to address the need for a rigorous assessment of alternative options for the A5225 proposal, the safeguarding of land for which was removed from the UDP upon the Inspector's recommendation. The current scheme is less strategic and aims to provide a new link between the M6 and Leigh.

The A5225 scheme was designed to address a number of local objectives, including:

- Encouraging the re-use of derelict railway and industrial land associated with the former coal mining industry;
- Increasing employment opportunities and attracting knowledge industries;
- Reducing the journey times between the M6 motorway and Wigan Town Centre, as well as reducing the travel times between Wigan Town Centre and Leigh.
- Reducing congestion on the main east to west corridor (the A577) to enable the route to undergo public transport improvements and be designated as a bus priority route.

It includes assessment of the following options:

- A - Current A5225 Highway Option via Junction 26 of M6;
- B - Curtailed A5225 Highway Option using M6 Junction 25 this is further sub-divided into 3 alternative scenarios
- C - Guided Busway with Park and Ride again divided into 3 alternative routes
- D - Low Cost Alternative - a low cost option based on traffic management improvements to the existing network.

Key messages, requirements and objectives

Proposals essential to support the regeneration of the south Wigan area. A long list of options had been prepared in a phase 1 report. This phase 2 report takes the 4 preferred options and presents them in detail.

Opportunities

The A5225 scheme was designed to address a number of local objectives, including:
♦ Encouraging the re-use of derelict railway and industrial land associated with the former coal mining industry;
♦ Increasing employment opportunities and attracting knowledge industries;
♦ Reducing the journey times between the M6 motorway and Wigan Town Centre, as well as reducing the travel times between Wigan Town Centre and Leigh.
♦ Reducing congestion on the main east to west corridor (the A577) to enable the route to undergo public transport improvements and be designated as a bus priority route.

Issues and constraints

If the road option is implemented in sections we will need to extrapolate from the report to provide the case for the submitted scheme as a 'stand-alone' scheme, rather than just as part of the wider scheme.

How could the Local Development Framework respond?

The Local Development Framework needs to take into account the Atkins analysis of alternatives and the assessment of option Biii as meeting the most benefits. The route is key in opening land for development and s106 contributions will be key in ensuring it is delivered.

Implications for the sustainability appraisal

Provides background information. Make use of relevant information for the baseline and monitoring sections.

Cross references (General)	Cross references (Topic Reviews)
	Economy and Employment

Table E5.3	
Title	**Road Safety Strategy 2006-2010**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	
Date produced	January 2006

Why is it relevant to the Local Development Framework?

The road Safety Strategy primarily sets out what our priorities, actions and targets are in order to contribute to making the roads in Wigan safer for everyone. This can be achieved by: maximising casualty reduction; raising awareness; and communicating effectively and consistently to a range of stakeholders.

Wigan's Road Safety Strategy will be produced every three years with annual statistical updates. It will describe the scale of the problem in Wigan Borough and outline what can be done by the council and our partners to improve safety on the highway network, particularly for vulnerable road users. The strategy aims to:
· highlight the scale of the problem;
· identify ways to improve road safety;
· encourage ownership for improving road safety; and,
· provide information on progress towards improving road safety.

Key messages, requirements and objectives

On the roads in Wigan Borough in 2005 there were **917** reported injury accidents. These accidents resulted in **13** deaths, **117** serious injuries and **1133** slight injuries. Within these totals, there were **30** children killed or seriously injured; **190** pedestrian casualties and **76** pedal cyclist casualties. Wigan Council is fully committed to taking whatever action it can to reduce
the dangers on our roads. Working with Wigan Road Safety Forum. LTP2 proposes measures to reduce these figures on major and minor roads. Improving road safety is a theme that runs through LTP2, and in particular the 5 year implementation plans.

The Government's strategy sets out 3 key targets to be achieved by 2010. Compared to 1994–1998 averages, there is to be:
· a 40% in the number of people killed or seriously injured;
· a 50% reduction in the number of children killed or seriously injured;
· a 10% reduction in the number of slightly injured casualties.
These targets also form the basis of the Best Value Performance Indicator (BVPI) 99, which monitors progress made each year towards achieving the targets.

In addition to the national targets, Greater Manchester's LTP 2 sets out a number of further targets for authorities to achieve by 2010, compared to the 1994-1998 averages. The national targets of a 40% KSI reduction and a 50% child KSI reduction has been stretched to the more challenging targets of, respectively, 50% and 55% reductions. The target of a 10% reduction in slight casualties is now set at a 30% reduction. In addition, further targets have been set:
· a 25% reduction in the total number of cyclist casualties;
· a 25% reduction in the total number of pedestrian casualties;
· a 50% reduction in the number of fatal and serious accidents;
· a 50% reduction in the number of road accidents in which children have been fatally or seriously injured.
Various research and analysis has been carried out to provide evidence that residents of disadvantaged neighbourhoods are more likely to be involved in road accidents, and that children who live in such areas in particular are at greater risk of being injured.
With estimated costs of **£1,573,220** for a fatal accident, **£184,270** for a serious accident, and **£18,500** for a slight accident, road accidents in Wigan Borough in 2005 cost over **£52 million.**
Document includes all casualty figures.

Opportunities

Opportunities to improve through education to all age groups through schools programmes, drink/drugs/drive.

Training especially for cycling, in car safety especially child seats, pedestrian, driver, horse rider and motor cycle.

Publicity campaigns.

School Crossing patrol service.

School travel plans.

Road safety through engineering:

- Single Site, where an individual location or junction is treated;
- Route Action, where a stretch of road is treated;
- Mass Action, where one type of measure may be applied to a number of sites;
- Area Wide Action which usually covers a residential estate.
- Speed management
- Urban safety management
- 20mph outside schools
- Safer routes to school
- Safety measures for disabled people
- Safety audits
- Improvements through planning applications

Road safety through enforcement

Road safety through partnership working

Issues and constraints
Mainly achieved through publicity, but design can have an impact on statistics.

How could the Local Development Framework respond?
Must ensure the opportunities for safety improvements are maintained and enhanced to meet overall Council targets and ensure appropriate measures are in place in new developments. Also help secure funding for improvements to existing highways where new development is taking place.

Implications for the sustainability appraisal
Provides background information. Make use of relevant information for the baseline and monitoring sections.

Cross references (General)	**Cross references (Topic Reviews)**
Local Transport Plan 2 Wigan Community Plan Tomorrow's Roads – Safer for Everyone	Communities

Table E5.4	
Title	**Core Proof of Evidence A5225 Wigan and Hindley Bypass**
Proponent body	Wigan Council
Status (e.g. statutory, non-statutory)	Non statutory
Date produced	June 2004
Why is it relevant to the Local Development Framework?	
This document is only useful as background information as the Inspectors Report following the Public Inquiry recommended: "that the [plan] be modified by the deletion of the provisions for the safeguarding of land for the construction of the A5225 Wigan and Hindley Bypass." The Council subsequently removed the route from the proposals map.	
Key messages, requirements and objectives	
Opportunities	
The transport and economic case for the road proposal is set out together with an assessment of various alternatives to the scheme.	
Issues and constraints	
The document is only useful as background information to future proposals	
How could the Local Development Framework respond?	
• The Local Development Framework needs to respond to the provisions of policy A1U "Improving Access to Support a Sustainable Pattern of Development". • The former A5225 proposals form one of the range of options that have been worked up to set against or complement any alternatives proposed.	
Implications for the sustainability appraisal	
• Details of an Environmental Impact Assessment and Health Impact Assessment being carried out given in the proof. • Make use of information to inform the baseline position.	
Cross references (General)	**Cross references (Topic Reviews)**

Table E5.5	
Title	**Wigan Parking Study**
Proponent body	Wigan Council / Faber Maunsell
Status (e.g. statutory, non-statutory)	Study
Date produced	October 2008

Why is it relevant to the Local Development Framework?

This study was commissioned in March 2008 to look into parking activity currently at key locations and centres in the borough to build an evidence base of site related parking data to inform future local transport policy. It is accompanied by an Issues Paper setting out the current situation that will inform the future Parking Strategy.

Key messages, requirements and objectives

Study looked at usage of car parks (occupancies and duration of stay), on street areas around rail stations and other centres of activity and the behavioural attitudes of car parking users (where they had travelled from, how many people in car, purpose and frequency of journey and why they chose a particular car park or parking area).

Most notable observations include:

Car parks serving retail and town centre functions have the highest occupancies and turnover.

Marked disabled person's bays are about 3.5%, well below 6% advised minimum standard.

Longest durations of stay at North Western car park

Significant demand for all day rail commuter parking identified at Atherton, Bryn and Hindley stations.

Leigh and Wigan Infirmaries have high demand for short stay parking.

College and hospital uses highest generators of overall total arrivals.

Majority of people are making relatively short trips to local centres for shopping (mainly food) as lone vehicle occupants

Business parkers tend to park on street rather than in car parks.

Opportunities

Opportunities exist to encourage more shopping trips by public transport, walking and cycling to reduce congestion and other negative transport impacts. From the evidence collected so far it does not appear that parking in general is a major problem but there are particular areas where demand outstrips supply at certain times.

Issues and constraints

The car is a convenience people are unlikely to give up easily. Perception continues amongst residents and businesses that traffic congestion and parking supply are problematic.
Continued provision of free staff parking for council employees does not set a good example.
Parking provision for disabled people needs further attention borough wide as there appears to be a deficit. There is a growing demand for rail based park and ride especially at Northwestern Station and Hindley and Atherton.

How could the Local Development Framework respond?

The framework needs to take into account parking trends especially to maintain vibrancy of retail centres and support sustainable travel.

Implications for the sustainability appraisal

Cross references (General)	**Cross Reference (Topic Reviews)**

Table E9.1	
Title	**Wigan Local Development Framework Access for All Supplementary Planning Document**
Proponent body	Wigan Council Environmental Services Department
Status (e.g. statutory, non-statutory)	Non-statutory
Date produced	September 2006

Why is it relevant to the Local Development Framework?

There was a commitment to prepare the document in the Local Development Scheme. It has been produced to support and supplement the council's main planning policies on access in the Wigan Replacement Unitary Development Plan. All new development proposals are expected to create an accessible environment that can be used by all regardless of age, gender or disability. Proposals are expected to have incorporated the concept of the Access Design Chain and to meet the Supplementary Planning Requirements. The Supplementary Planning Document is a material consideration when making decisions on applications for planning permission and therefore is of local significance.

There are five parts to the Supplementary Planning Document on Access for All:

Part One. Introduction. This looks at the national context, the local situation, and how to create an accessible environment. It contains the Access Design Chain diagram. This is a logical way of thinking of movement from one place to another and if used at the design stage can help to create an accessible environment.

Part Two. Supplementary Planning Requirements. The links in the Access Design Chain relating to the external environment have been further developed into Supplementary Planning Requirements. These are the main requirements that a development proposal will need to meet to show that the design creates an accessible environment.

Part Three. Detailed Design Guidance. Guidance on how to achieve the Supplementary Planning Requirements is given in this section. The detailed design guidance contains in depth written information, together with diagrams and photographs to illustrate this.

Part Four. Design and Access Statements. This section gives an introduction to, and also provides a template for, a Design and Access Statement.

Part Five. Sources of Information. As the Supplementary Planning Document cannot provide detail on every aspect of accessibility sources of further information are provided.

Key messages, requirements and objectives

An accessible environment is one that is easily used, safe, predictable, well designed, and can be used by all regardless of age, gender or disability. Everyone, but particularly people with disabilities, older people, and families with young children, will benefit from intelligent, logical, and accessible design of buildings and the built environment.

The key message is that it is more cost effective to make the environment accessible to all at the start rather than making adjustments later and that doing so will result in a more attractive design.

The Supplementary Planning Requirements contained in the document will need to be met to show that the design of a proposal creates an accessible environment.

The objective is to ensure that all new development creates an accessible environment.

Opportunities

To promote the message of creating an accessible environment that everyone can use.

To necessitate applicants to meet the Supplementary Planning Requirements contained in the Supplementary Planning Document as it is a material consideration when making decisions on applications for planning permission.

The Detailed Design Guidance provides information that experience has shown is needed to create an accessible environment.

Issues and constraints

Physical factors such as existing structures or the site geography can act to constrain compliance with the relevant design guidance to create an accessible environment.

How could the Local Development Framework respond?
The core strategy and future development plan documents could specifically deal with access for all and design issues. For example core policies in the Core strategy could enshrine the 'The Access Design Chain' and 'Supplementary Planning Requirements'
In addition the core strategy and future development plan documents should review the standards for car parking provision for disabled people, both in terms of the minimum standards and how that is calculated in relation to the total number of car parking spaces provided. Review of the layout and design of the spaces in certain developments may also be of benefit.

Implications for the sustainability appraisal
Provides background information.

Cross references (General)	Cross Reference (Topic Reviews)	